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38TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 1.

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-EIGHTH CONGRESS.

WASHINGTON:
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1863

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REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 7*, 1863.

SIR: The naval operations of the year have been varied and more arduous as well as far more extensive than ever before under the government. A blockade commencing at Alexandria, in Virginia, and terminating at the Rio Grande, has been effectively maintained. The extent of this blockade, according to an accurate table of measurement carefully prepared at the Coast Survey office, covers a distance of three thousand five hundred and forty-nine statute miles, with one hundred and eighty-nine harbor or river openings or indentations, and much of the coast presents a double shore to be guarded. In addition to the coast blockade, a naval force of more than one hundred vessels has been employed in patrolling the rivers, cutting off rebel supplies, and co-operating with the armies in the suppression of the rebellion. The distance thus traversed and patrolled by the gunboats on the Mississippi and its tributaries is 3,615 miles, and the sounds, bayous, rivers, and inlets of the States upon the Atlantic and the Gulf, covering an extent of about 2,000 miles, have also been penetrated and watched with unceasing vigilance.

The blockade is becoming more effective and complete. Progress has been made in repelling the rebels from the coast, and circumscribing their limits. The Mississippi and its tributaries have, after a protracted, persistent, and severe struggle, in which the whole energies and efforts of the insurgents were engaged to obstruct and prevent our success, been reopened to navigation and commerce. As the rebels have never possessed an open port for either belligerent operations or commercial purposes, nor a naval or commercial marine, their maritime trade and proceedings have been chiefly derived from foreign adventurers and foreign capital. If, in the early period of the war, the unscrupulous and unprincipled traders who, in violation of law and public morality, embarked in illicit schemes to violate the blockade, and furnish the rebels with supplies, were successful, the general results of the year, now near its close, have been to them most disastrous. The vigilance of our naval forces and the stringency of the blockade have operated with great severity on those who have risen in arms against their

country, and have caused heavy losses to those who have abetted, or have been in sympathy with the rebellion. I do not propose in this report to enter upon the details of our naval operations since my last annual communication, but shall append the official reports of the officers themselves which best narrate their respective labors and achievements. No nobler encomium can be awarded them than the plain statement of their deeds, and no summary can do justice to their unassuming communications. The cruising grounds of the several blockading squadrons remain unchanged since my last report.

NORTH ATLANTIC SQUADRON.

Acting Rear-Admiral Lee continues in command of the North Atlantic Squadron, faithfully and ably discharging his duties in a position of great responsibility, and, in some respects, of great embarrassment. Seconded and sustained as he has been by officers of zeal and efficiency, the rivers of Virginia and the sounds of North Carolina have been penetrated, watched, and guarded, as well as the entire coast, so that all intercourse with the rebels has been cut off with the single exception of the port of Wilmington, to close which has been difficult from its two inlets, thirty miles apart, flanked by extensive batteries. Some of the fastest steamers from the Clyde and other quarters, of light draught, have, under cover of darkness, succeeded in eluding capture, but most of even that description of vessels have fallen into our hands or been driven on shore. With these exceptional cases, all foreign and coastwise commerce with the rebels has ceased in that quarter. At Washington, Newbern, and elsewhere on the inner waters of North Carolina, and also on the Nansemond, York, and other rivers of Virginia, our naval officers have been sleepless sentinels, and they have exhibited examples of heroic bravery and daring in repelling the rebels and protecting and succoring the army when in difficulty, which reflect honor on themselves and the service.

SOUTH ATLANTIC SQUADRON.

The South Atlantic Squadron has continued to enforce the blockade with vigilance and effect. It is not known that any vessels now elude the vigilance of the fleet or effect communication with the rebels on that coast. So long as the blockading force remained off Charleston, instead of getting within the bar, the illicit trade at that point was prosecuted with some success, and no vigilance or activity could wholly prevent it. With a view of interdicting all traffic, and, if possible, of capturing Charleston itself, the original seat of insurrection and of disunion, preparations were made by this department, commencing more than a year ago, for the occupation of the harbor and the reduction of the defences. The completion of the iron-clad vessels was urged forward with all the energy the department could infuse into the contractors, and such other efficient vessels as could be made available were ordered to the squadron to add to its power and efficiency. Delays and difficulties intervened, and it was not until the 7th of April that a demonstration was made. On the afternoon of that day Rear-Admiral DuPont, in the New Ironsides, accompanied by seven turreted

vessels of the Monitor class and the gunboat Keokuk, proceeded up the harbor and made a vigorous assault upon Fort Sumter. From some difficulty or defect, the Admiral's ship was unable to get into action, but the others proceeded onward to the attack and sustained a terrific concentrated fire from numerous batteries.

Owing to the submerged obstructions, the character of which was not understood, it was not deemed advisable to attempt a passage up to the city, and after a contest of less than two hours, the signal was given to withdraw the fleet. But comparatively slight injury was sustained by the turreted vessels, and only one life was lost in this remarkable contest. No ships ever before sustained such a concentrated fire, and the enduring qualities of this class of vessels were fully proved. It was intended to have renewed the attack on the following day, but this intention was subsequently abandoned, and the vessels were withdrawn from the harbor, under an apprehension that they could not withstand the storms of the season and the fire of the rebel batteries. But important considerations rendered it proper that the force should remain inside the bar, and orders were sent to Rear-Admiral DuPont to that effect.

The report of the superintending engineer as to the injuries which the turreted vessels had sustained was satisfactory, and confirmed the government in its determination to close effectually and completely the port, so as to prevent the ingress or egress of a single vessel, and also to promote operations against the defences in the harbor.

Rear-Admiral DuPont having expressed a willingness to relinquish the position which he had occupied for eighteen months, Rear-Admiral Andrew H. Foote was detailed to relieve him. That brave and distinguished officer prepared with great alacrity and promptitude for the duty, but, when on his way to his command, was seized with fatal illness and died in New York. His associate and second in command, Rear-Admiral John A. Dahlgren, proceeded immediately to Port Royal, and, on the 6th day of July, assumed command of the squadron. A combined operation of naval and army forces, the latter under General Gillmore, was instituted for the occupation and possession of Morris Island, on the south side of the entrance to Charleston harbor. After a long and severe struggle, the army operating upon land with the efficient co-operation of the Monitors and the Ironsides, Morris Island with all its batteries was captured. Sumter was soon made a pile of ruins by the fierce artillery of our forces, although the rebels contrive to continue a small but powerless force there under the protection of the surrounding batteries. In the slow operations of this protracted siege of over five months, as well as in the demonstration of the 7th of April, both the resisting and attacking power of the monitors has been illustrated and proven.

Since the fleet under Admiral Dahlgren has remained inside the bar, and we have had possession of Morris Island, the commerce of Charleston has ceased. Not a single blockade-runner has succeeded in reaching the city for months, and the traffic which had been to some extent, and with large profits, previously

carried on is extinguished. As a commercial mart Charleston has no existence; her wealth with her trade has departed. In a military or strategic view the place is of little consequence; and whether the rebels are able by great sacrifice and exhaustion to hold out a few weeks more or less is of no importance.

The most marked and extraordinary conflict within the limits of this squadron, or indeed in the service during the year, and in some respects one of the most significant and instructive naval battles of the war, took place on the 17th of June, in Wassaw sound, between the Weehawken, a vessel of the Monitor class, and the formidable armored steamer Atlanta. Like the contest in Hampton Roads, in March, 1862, when the Monitor and the Merrimack were engaged, this battle was between armored vessels and of great disparity in size, but the result was vastly more speedy and decisive. The Atlanta was a powerful steamer, had been iron-plated by the rebels, and prepared for war purposes at immense expense. In the confidence of certain victory over her comparatively diminutive antagonists, the Weehawken and the Nahant, she was accompanied by boats loaded with gay parties to witness her triumph, but the brave officers and men of our turreted vessels knew their power and sought the encounter. This battle was to test not only the vessels but the new fifteen-inch ordnance, then for the first time brought into naval warfare, and concerning which there had been, as well as with respect to the vessels themselves, some variety of opinion. The conflict was so brief and decisive that only one of the two monitor vessels, though not widely separated and each eager for the fight, was able to participate in the engagement. The Nahant, having no pilot, followed in the wake of the Weehawken, but before she could get into action the contest was over. Such was the brevity of the fight that the Weehawken, in about fifteen minutes, and with only five shots from her heavy guns, overpowered and captured her formidable antagonist before the Nahant, which was hastening to the work, could discharge a single shot at the Atlanta. This remarkable result was an additional testimony in favor of the Monitor class of vessels for harbor defence and coast service against any naval vessels that have been or are likely to be constructed to visit our shores. It appears also to have extinguished whatever lingering hopes the rebels may have had of withstanding our naval power by naval means.

EASTERN GULF SQUADRON.

Acting Rear-Admiral Bailey has continued in command of the Eastern Gulf Squadron, closely blockading the Florida peninsula from Cape Canaveral, on the east, to Pensacola, on the west. There having been no important military movements within these limits, a close watch of the coast and of the adjacent waters has been maintained by the navy, resulting in the capture of many prizes, and the almost entire annihilation of all illicit traffic. Some important boat expeditions for cutting out vessels and destroying rebel salt-works have been projected and executed with success. Lying adjacent to Cuba, and not far distant from Nassau, the coast of Florida presented many available points for eluding the blockade chiefly by small vessels, which were capable of penetrat-

ing the shallow harbors and inlets which indent its shores. But the trade has not been carried on with impunity—more than one hundred craft of various descriptions have been captured or destroyed by this squadron during the current year.

WESTERN GULF SQUADRON.

The duties of the Western Gulf Squadron have been diversified and exacting. For a considerable part of the year Rear-Admiral Farragut felt himself compelled to employ many of his most efficient vessels in active river service, co-operating with the army, with a view to re-opening the navigation of the Mississippi, and expelling hostile forces from its banks. Impressed with the great importance of this work, and aware of the determination of the government to promptly and firmly re-establish the national authority in that quarter, so that the ocean outlet of the great central valley of the Union should be unrestricted and secure, Rear-Admiral Farragut commi ted the subject of the coast blockade to others of his command, and devoted his unremitting personal attention to the energetic and vigorous prosecution of the conquest of the rebels, to overcoming and reducing their batteries, and to removing every obstacle with which they sought to oppose the navigation of the river, or to resist the authorities of the Union. Soon after the capture of New Orleans, in the spring of 1862, and as the natural result of that event, the naval forces formed a junction; and could the army at that time have furnished an adequate co-operating land force, the reduction of Vicksburg might have been accomplished, and the occupation and navigation of the river easily secured. But the omission to do this gave the rebels opportunity to immensely strengthen Vicksburg, and also to fortify Port Hudson and Grand Gulf in addition. What, therefore, might have been accomplished with comparatively little effort in the summer of 1862, was a work of immense and almost incredible labor and difficulty in 1863. It was indispensable that communication should be opened with Rear-Admiral Porter, of the Mississippi squadron, and General Grant, both of whom were operating against Vicksburg. Rear-Admiral Farragut, therefore, moved up in strong force from Baton Rouge in March, intending to pass the batteries at Port Hudson, but only his own flag-ship, the Hartford, and the Albatross were successful. With these he succeeded in approaching Vicksburg, and in communicating with Rear-Admiral Porter across the peninsula. This gallant act of Rear-Admiral Farragut being effected, the navy had command of the river between Vicksburg and Port Hudson, and was enabled to establish a blockade of Red river, and thus intercept the supplies from Texas destined for the rebel armies. The insurgents felt this to be one of the most serious and fatal blows inflicted on them during the year, and from the effects of it they have never recovered. This accomplished, the Admiral left his flag-ship, the Hartford, and returning below by way of the Atchafalaya, he resumed operations for a final assault on Port Hudson. To meet the requirements of the occasion a force was kept always ready to co-operate with the army in its movements; and on the part of the navy a continuous shelling of the place from mortar boats, vessels, and a naval battery on shore, manned by seamen, was

maintained, seconding the army. Nearly three thousand 13-inch shells were thrown into the works by the mortar vessels, and the naval battery of four 9-inch guns, used as a breaching battery, performed good service. In consequence of the capture of Vicksburg, on the 4th of July, the reduction of Port Hudson became inevitable, and the garrison finally surrendered, on the 9th of July, to General Banks, who, for some weeks, had besieged the place.

This was the last stronghold of resistance to the national authority on the banks of the Mississippi.

The river being now opened to peaceful commercial pursuits, Rear Admiral Farragut turned over to Rear Admiral Porter the entire control of the western waters above New Orleans, and departed himself for that city. Deeming that his long service and useful labors of eighteen months entitled this gallant officer to special consideration, the department tendered him a respite, which he accepted, and Commodore H. H. Bell, the next officer in rank, was appointed to command the squadron in his absence.

The blockade of the Gulf has been, in the main, efficient and successful, although reverses at Galveston and Sabine Pass occurred, and, for a time, reckless adventurers and foreign capitalists to some extent succeeded, by perverting neutral privileges and fraudulently abusing neutral rights on the Rio Grande, in carrying on illicit trade with the rebels through Matamoras. The Rio Grande being the boundary between the United States and Mexico, is open to the navigation of both countries, and could not therefore be blockaded. With a knowledge of this fact a multitude of schemes were projected, and under the disguise of neutral trade, Matamoras suddenly became a great commercial mart for the rebels and their friends. But the shrewdly devised schemes were soon interrupted with disastrous consequences to most of those who participated in them, and the occupation of the Rio Grande and Brownsville has put a final termination to the lately extensive commerce of Matamoras, which is becoming as insignificant as it was before the rebellion.

MISSISSIPPI SQUADRON.

The Mississippi squadron has been actively engaged in successful efforts to overcome the rebels and restore the national ascendency in the great central valley of the Union.

Rear-Admiral Porter, whose activity, energy, and readiness of resources, eminently fitted him for that command, has exhibited extraordinary vigor in various naval expeditions on the Mississippi and its tributaries, and in zealous co-operation with the army in most of its important operations.

The capture of Arkansas Post, on the White river, in January, the destruction of the batteries at Grand Gulf in May, and in co-operation with the army the reduction of Vicksburg, which finally surrendered on the 4th of July, are the most prominent of the remarkable achievements of this squadron, some of which are marked by incidents of singular and romantic daring. In the Appendix to this report will be found correct records of the extraordinary adventures attend-

ing the efforts to get control of the Yazoo by sweeping from its channel the network of torpedoes, explosive machines, and contrivances for submarine warfare, near its confluence with the Mississippi. These efforts were followed by the novel and singular "Yazoo Pass Expedition," and the expedition of "Steel's bayou and Deer creek." On the right bank of the Mississippi scenes of interest were also enacted by the hardy sailors and boatmen on the rivers of Arkansas and northern Louisiana. The Cumberland and the Tennessee have been actively patrolled by our vigilant and skilful naval officers, and the exciting chase of Morgan by our steamers on the Ohio, over a distance of five hundred miles, intercepting him and his band when attempting to escape, naturally attracted the attention of the country. But the great and important exploits of this squadron were in the vicinity of Vicksburg, where the main strength of the naval as well as of the military forces were centred. The magnitude of the defences of this place, which were intended to repulse any force, naval or military, or both combined, which could be brought against them, made the siege formidable, and seemed for a time to defy all attempts at their reduction. In overcoming them, the navy necessarily performed a conspicuous and essential part. For forty-two days, without intermission, the mortar boats were throwing shells into all parts of the city, and even into the works beyond it. Heavy guns, mounted on scows commanded the important water batteries, and for fourteen days maintained an incessant fire upon them. Thirteen heavy guns were landed from the vessels, and officers and men (where they could be spared) were sent to man them. The gunboats below the city, in co-operation with the army, were continually engaged in shelling the place. During the siege sixteen thousand shells were thrown from the mortars, gunboats, and naval batteries upon the city and its defences before they capitulated.

The creation and organization of this large squadron, which has done such effective service on the Upper Mississippi and its tributaries, extending over a distance of more than three thousand miles, may be justly considered among the most wonderful events of the times. It is but little over two years since we had not a naval vessel on all these waters, where we now have a squadron of one hundred vessels, carrying 462 guns, with crews amounting in the aggregate to about 5,500 men. Kentucky, Tennessee, and Arkansas, the upper portions of Mississippi and Louisiana, and the southern portions of those States which border on the Ohio river on the north, have been relieved and liberated through the instrumentality of the gunboats acting by themselves, or in earnest and cordial co-operation with the armies. Rear-Admiral Porter has well sustained the renown which the gallant and lamented Foote so nobly earned, and has carried forward to successful results a larger and more powerful force than was ever at the disposal of that heroic officer. In creating and organizing this squadron, and arming and manning the vessels, it must not be forgotten that the service labored under many and great disadvantages, for the government had no navy yard or establishment of its own on which the department could depend. In the absence of any governmental yards, shops, storehouses, and

other necessary facilities and aids for a naval establishment, and also of mechanics and workmen, it became necessary to collect and send out and receive supplies from some central and secure position. This work has been performed chiefly at Cairo, under the superintendence and management of officers who have devoted themselves to their less conspicuous but not less indispensable work with an assiduity and labor not surpassed even by their more active associates who were facing the enemy.

POTOMAC FLOTILLA.

Allured by high prices and the prospect of gain, mercenary adventurers as well as rebels and rebel sympathizers have continued to carry on to some extent illicit and contraband traffic between Maryland and Virginia, rendering it necessary to maintain a considerable force on the Potomac. The flotilla, under command of Commodore Harwood, has kept a close watch and guard to intercep and prevent, as far as possible, communication with the rebels, and many captures have been made; but the punishment inflicted on those who attempt to deal with traitors and furnish them supplies has been so light, that these petty contrabandists, as well as the more open blockade-runners have carried on their employment with some degree of impunity. In one or two instances armed bodies of men have appeared on the Virginia shore, as if with the intention of molesting navigation, but they have abruptly fled on the approach of a gunboat. To guard against possible contingencies at the time of the invasion of Maryland and Pennsylvania, which terminated in the battle of Gettysburg, vessels were stationed at what were deemed available points along the upper waters of the Chesapeake to co-operate with the military authorities. A gunboat was sent up the Susquehannah to Havre de Grace, another up the Gunpowder, a third up the Backwater, while one was also posted at Annapolis, and another at Wilmington.

PACIFIC SQUADRON.

The force in the Pacific remains the same as at the date of my last annual report, with the addition of the Saginaw and the Farallones, storeship, at Acapulco.

Acting Rear-Admiral Charles H. Bell continues in command of the squadron, and has attended to our interests in that quarter. The vigilance of this officer and of Captain Thomas O. Selfridge, commandant of the navy yard at Mare Island, with the active co-operation of the custom-house and revenue authorities on our western coast, has intercepted and suppressed all attempts to fit out rebel piratical cruisers on the Pacific.

The schooner J. C. Chapman was detected in the harbor of San Francisco in the month of May last, and seized by the sloop-of-war Cyane, with men, armament, and military supplies on board, evidently intended to prey upon our commerce. Some indications of a scheme to fit out a rebel cruiser having been communicated by our consul at Victoria, Admiral Bell despatched the Saginaw to Washington Territory to ascertain the facts, and, if necessary, to

take prompt measures in regard to them. Although it was ascertained that some proceedings had taken place sufficient to give rise to reports of a design to fit out a piratical craft under the rebel flag from British waters, there were no substantial grounds to apprehend that such a scheme could be carried into effect, especially in view of the friendly disposition and earnest resolve of the colonial authorities to discountenance and prevent such illegal proceedings. The Saginaw, therefore, returned to San Francisco from a satisfactory mission to the northwest coast. The vessels of this squadron have during the year visited the principal ports on the Pacific coast, and by their presence strengthened our diplomatic and consular representatives, and imparted a feeling of security to American citizens and American interests wherever they have appeared.

VESSELS IN THE EAST INDIES

In the East India and China seas the Jamestown and the Wyoming have guarded American interests during the past year, and, with the exception of a disturbance which it is to be regretted occurred at Japan, all has remained quiet in that region. In the month of July, while the Wyoming was at Yokohama, information was received that the American steamer Pembroke had been fired upon by Japanese vessels. Commander McDougal immediately proceeded to the locality of the outrage, where he was fired upon from six land batteries, and a naval force consisting of a steamer, a bark and a brig. An action of one hour followed, in which it is stated that the steamer of the enemy was blown up, the bark sunk, and the brig made a complete wreck in her upper works, while considerable damage was done to the land batteries. The Wyoming withdrew after thus vindicating the honor of the American flag, having sustained a loss of eleven killed and wounded.

THE NAVAL FORCE.

I have mentioned in former reports that the naval force at the commencement of this administration consisted of 76 vessels, and of these only 42 were in commission. The additions which have since been made have elevated the country into a first-class naval power. In the following table an exhibit is presented of the actual number and description of our naval vessels at the date of my last report and at the present time.

Comparative exhibit of the navy, December, 1862 *and* 1863.

	No. of vessels.	No. of guns.	Tonnage.
Navy at the date of present report	588	4,443	467,967
Navy at the date of last report	427	3,268	340,036
Increase, exclusive of those lost	161	1,175	127,931

Vessels of the navy lost since December, 1862.

In what manner lost.	No. of vessels.	No. of guns.	Tonnage.
Captured	12	48	5,947
Destroyed to prevent falling into hands of rebels	3	29	2,983
Sunk in battle or by torpedoes	4	28	2,201
Shipwreck, fire, and collision	13	61	4,854
Total	32	166	15,985

Vessels placed under construction since December, 1862.

Description.		No. of vessels.	No. of guns.	Tonnage.
Double-end iron steamers	1,030 tons each	7	84	7,210
Single turret iron-clads	614 tons each	20	40	12,280
Double turret iron-clads	3,130 tons each	4	16	12,520
Clipper screw-sloops	2,200 tons each	12	96	26,400
Screw-sloops, spar-deck	2,200 tons each	8	160	17,600
Screw-sloops of great speed	3,200 tons each	5	40	16,000
Screw-sloops of great speed	3,000 tons each	2	16	6,000
Total		58	452	98,010

General exhibit of the navy when the vessels under construction are completed.

	No. of vessels.	No. of guns.	Tonnage.
Iron-clad steamers, coast service	46	150	62,518
Iron-clad steamers, inland service	29	152	20,784
Side-wheel steamers	203	1,240	126,517
Screw steamers	198	1,578	187,892
Sailing vessels	112	1,323	70,256
Total	588	4,443	467,967

There have been added to the navy during the past year, by purchase, some thirty tugs, over fifty steamers for blockading and supply purposes, and over twenty other vessels for tenders and storeships. At least twenty of the steamers were captured in endeavoring to violate the blockade.

IMPROVEMENTS IN NAVAL VESSELS.

Upon the assumption that the United States are to occupy a leading position among maritime nations, a primary object with the government must be the maintenance of a naval force adequate for defence against all foreign aggres-

sion. The thorough transformation which has taken place in the character of naval warfare is the result of a change not less complete in the character and structure of naval vessels. The sailing ships-of-war, whose construction had been brought almost to perfection, were superseded first by paddle-wheel steamers, and they in turn have given place to vessels propelled by submerged screws. Steamers, however, are liable to disaster in battle from which sailing vessels are exempt. A single chance shot may totally disable the most powerful steamer; and this exposure, rendering vessels of this class unsafe and dangerous, has led to precautions and safeguards for their protection in the form of iron armature, by which a first class man-of-war is made invulnerable to the ordnance formerly used in naval warfare. But this new form of defence has developed with it a corresponding improvement in the form and force of attack; and thus the proper naval armament of the present day, consisting of ordnance of a calibre, reach, and power heretofore regarded as impossible, has become as novel and experimental as the new naval structures and defences which it is intended to assail. These successive changes, introducing into naval war vessels powerful machinery to insure speed, armature for its protection, and heavy ordnance for assault, have led to a necessary constant increase in the size of our ships, until the attainment of sufficient dimensions for a first rate man-of-war steamer, properly armored, and with suitable armament and room for supplies, requires proportions which at first view seem enormous. Yet without such greatly augmented size, the essentials of invulnerability, speed, heavy armament, and space for the necessary supplies for cruizing operations, cannot all be secured.

In the responsible task of applying to naval vessels and naval armament the principles which modern invention and improvement have developed, the department has been compelled to pursue a path hitherto, to a great extent, unexplored. The Monitor class of armored ships, with revolving turrets and few guns of heavy calibre, has proved itself to be well adapted for harbor defence and coast service, and in some emergencies these vessels, from their great powers of endurance, have shown themselves to be efficient and serviceable in offensive operations. This form and description of vessel, which originated in the inventive genius of Captain John Ericsson, will perform not only all that should be expected of them to make our harbors secure, but, when of enlarged capacity, may supersede ships of higher pretensions. To maintain our rightful maritime position, and for predominance upon the ocean, vessels of greater size than any turreted vessel yet completed may be essential. Not only must they carry guns of a heavier calibre than have heretofore been used at sea, but in order to make long cruises, and to cope successfully with any force, these vessels must have all possible strength, endurance, and speed. Their structure must, therefore, afford space enough for full sailing power, and for the most powerful steam machinery, and the large supplies of fuel needful to keep it at work. Being, unlike the other great maritime nations, without distant colonies, where coal depots can be established on the shore of almost

every sea, we must conform to the necessities of our condition, and build ships with capacity enough to take on board fuel sufficient for a long cruise. The space for other supplies, for munitions of war, and for the accommodation of officers and crews, should also be ample, and, in addition to this, each of these vessels must, in order to accomplish its work, present in its construction, armor, armament and propulsion, all the power that the resources of modern invention and mechanical science and art can furnish for attack, resistance, and pursuit. A vessel of this description must, of course, cost a large price. But then a wise statesmanship will not fail to perceive that the possession of even a very few such unconquerable ships must, while vastly augmenting the force and renown of our navy, afford us, at the same time, an inestimable guarantee of peace with foreign nations; nor, in counting the cost of such floating structures, can we forget that, large as that cost may be, it yet sinks into insignificance in contrast with the expenditures and sacrifices of a single year, or even a month of foreign war.

In order that we may have at our command a navy which shall fulfil these unexampled and exacting conditions of efficiency, a commensurate public establishment for its construction and preparation is indispensable. A navy yard on a large scale, and, in many respects, of a new plan, amply furnished with all the proper facilities and aids for its operations, where machinery for steamers can be manufactured, iron vessels constructed, iron armature made and tested, and repairs of every description executed, is an absolute necessity. In view of these facts, I had the honor, on successive occasions, to urge this matter upon the attention of the last Congress; and the omission of that body to take even the preliminary measures towards the procurement and formation of such an establishment is a misfortune which the country is now made to feel.

The nature of the service to which our naval vessels have been subjected by long and continuous blockade, their exposure during all weathers and seasons, the necessity of keeping them under constant steam or their fires banked ready for any emergency, have put them to severe tests. Of course all vessels must at times be withdrawn for repair and refitment, and steamers subject to such hard usage must often be seriously damaged. Weeks and sometimes months have been required for the renovation or restoration of their engines and machinery. Such delay has been still further protracted by the inability of our public yards and shops to execute the work, and the department, depending in a great degree on private industry, has been in a constant struggle to despatch the steamers sent in for repairs. The limited facilities for manufacturing and repairing steam machinery at the public navy yards render them totally inadequate to meet a moiety of the demands made upon them. Even with the aid of private establishments, no inconsiderable portion of our naval force is waiting, unemployed, and detained from active service to the injury of the country. As an instance of the delay attending the repair of our ships and the insufficiency of our public works to meet our wants, it may be mentioned that the steam frigate Niagara, ordered to Boston for repair and refitment, was detained fourteen months for its

completion. I again, therefore, most earnestly invoke the attention of Congress to the manifest and inauspicious fact that our government has made no sufficient provision in its public establishments for the existing requirements of naval warfare. So long as our ships-of-war were to be built of wood and propelled by sails, our facilities for their construction were ample and complete. At former periods the government, in view of its then present and prospective wants for naval purposes, incurred large expense in establishing dock-yards and otherwise providing for the service, but new defences and armament, vessels of iron, new motive power, and different material in their structure, require new dock-yards and workshops; the introduction of steam, the submerged propeller, the iron vessel, the armored ship, call for a different description of artisans, as well as different materials and workmanship. Our country is better prepared for this change than almost any other maritime nation, for we have but few sailing vessels of the large class, and these few to which steam cannot be applied may be used to advantage for other than fighting purposes; one of them, the Vermont, has been fitted and used as a storeship, and the New Hampshire, formerly the Alabama, a ship-of-the-line, is being prepared for a similar purpose. They are each available and useful for this object, are adapted to it in every respect, and can be made capable of defence against attack. But for cruising and the objects held in view in their construction, these magnificent specimens of the old naval architecture and of the skill of our mechanics, although in their day they elevated the naval dignity and attested the power of the republic, have now become comparatively useless.

The strength and durability of wooden vessels are in some respects inferior to those made of iron, and consequently they are less capable of sustaining the heaviest armament, and when they are plated with iron the disparity is increased. Consequently large ships-of-war, by which maritime supremacy is to be achieved and maintained, will, in all probability, be ultimately constructed chiefly of iron. The comparative advantages and disadvantages of iron and wood as the material to be used in the construction of vessels are obvious and practical. Among the considerations in favor of iron-clad vessels with hulls of wood are the rapidity with which they can be built, the abundance of material on our whole coast, and the facility with which workmen can be procured. Such vessels, moreover, can be coppered, and thereby retain their speed for a longer period. They will be less affected by a solid shot below the armature or plating, and the fracture made by the shot can be more easily mended. The disadvantages of wooden vessels are want of strength, as compared with those of iron structure, and the more rapid decay of the material, particularly when covered with iron plating; the action of the immersed iron armor on the copper sheathing near it, causing the copper to become foul and the immersed armor plates to waste; the difficulty of keeping the vessels tight under the armor plates, and the probably greater damage to which they are exposed from shells. On the other hand, the greater strength of iron permits the construction of ships of greater size and finer lines; and having greater internal capacity, they can be

at any time inspected in all their parts, are safe from fire, and are better protected from great leaks, as they can have water-tight compartments; their repairs can generally be more easily made, and, from their great durability, they are probably in the end not more costly. An iron vessel, moreover, can be taken from the water and placed on land for preservation, which cannot be done with wooden vessels. The disadvantages of iron vessels are the serious local weakness of the thin plates composing the bottom of an iron ship; the danger that would result from getting on rocks or submerged obstructions; their liability to rapidly become foul in salt water, whereby their speed becomes greatly impaired, thus requiring to be frequently docked for cleaning; the great danger from a shot striking below the armor plating as they roll; the injury caused by the splinters of iron when the plates are broken or smashed by shot; the corrosion inside from bilge-water; the difficulty in making temporary repairs of shot holes; and the limited number of artisans yet to be procured having skill in this description of employment. It should also be borne in mind that, while we have several navy yards for building wooden vessels, the government possesses not a single yard and establishment for constructing those of iron, nor even for making plates and shafting.

While the principal attention of the department has, in this crisis of our affairs, been necessarily given to present and more pressing necessities, it has, nevertheless, kept in view the important end of establishing our naval power on a permanent basis. Proposals were issued for an iron-clad ship of the largest class, (under the authority contained in the appropriation bills,) but the cost, as shown by the propositions received for a ship of the necessary magnitude, was so great that it was deemed advisable to enter into no contract involving so large an expenditure, except by the express sanction of Congress.

In order, however, that justice should, in some degree, be done to the naval branch of the public service, and that it might be able to sustain its rightful position upon the ocean in the event of a foreign war, the parties competing for the large steamers were invited to make proposals for one of about half the proposed tonnage. One offer made under this invitation, at the most reasonable rate that could be obtained, and which it was deemed the interest of the government not to exceed, was, with some modifications, accepted.

There are no parties in this country fully prepared to build iron vessels of the magnitude and description proposed, and the present high prices of material and labor unavoidably enhance the cost. The government itself is unprepared to execute any such work, having no suitable yard and establishment, and is consequently wholly in the hands of private parties, to demand what they think proper, and prescribe their own terms. On former and repeated occasions, and elsewhere in this report, the department has fully expressed its opinion of this policy and the necessity why the government should be prepared to build iron vessels, and the necessary machinery, of the largest class.

Besides the turreted vessels for coast defence and large armored ships for naval conflict, we need and should have steamers of high speed constructed of

wood, with which to sweep the ocean, and chase and hunt down the vessels of an enemy. Fortunately, we are able to supply ourselves with vessels of this description, and a competent and healthful competition exists for their construction. A large portion of the establishments adapted to the construction of nautical engines have been enlisted by the department in the manufacture of steam machinery for vessels building at the navy yards and at private establishments.

NAVY YARD AND ESTABLISHMENT FOR IRON VESSELS AND MACHINERY.

In consequence of the omission of Congress to take any action on the subject of enlarging the present circumscribed navy yard at Philadelphia, or to signify its acceptance or rejection of League Island, tendered to the government for naval purposes by the city of Philadelphia, or in conformity with my suggestions to initiate means for establishing a suitable yard, workshops, and docks for an iron navy and the machinery and armature which modern improvements render necessary, no progress has been possible during the year on that important subject. The government is destitute of a suitable establishment for the construction or repair of iron vessels, their machinery or armature, nor has it any place for preserving them when laid up in ordinary. Some proper and suitable accommodations for vessels of this description are necessary where there is fresh water, and, as stated in my communications to the last Congress, it has appeared to me that no place combines so many advantages as are to be found on the Delaware, in the vicinity of Philadelphia. A commission of naval and scientific gentlemen was appointed under the authority of Congress to examine League Island, and also to "make a survey and examination of the harbors of New London, Connecticut, and its surroundings, with reference to its capacity and fitness for a naval depot and navy yard, and whether the public interest will not be promoted by establishing a naval depot and navy yard in or near said harbor of New London instead of League Island, and that they also make the same investigation in regard to the waters of Narragansett Bay." The majority of this board recommended the establishment of an additional navy yard at New London. On that subject it is unnecessary that the department should express an opinion. It is a question for Congress, which instituted the inquiry, to decide whether an additional navy yard on the old plan is wanted at New London, and should it be in the affirmative it will be the duty of this department to carry that decision, when made, into effect.

But aside from and independent of the question of an additional navy yard, is that of more extended accommodations and more ample facilities on the Delaware than we now have in the narrow and wholly insufficient limits of the navy yard at Philadelphia. Those limits, as stated by the chief of the Bureau of Yards and Docks in his able and practical report, can be enlarged to about double the present area by purchase at an expense of about $300,000; but with that addition the yard would still be wholly inadequate to the public necessities, and too small for such an extensive establishment as the wants of the government require. It would undoubtedly be the part of wisdom and true economy

to procure ground with ample water front for such an establishment as the increasing public wants demand, in the vicinity of Philadelphia, and so soon as it can be made available to dispose of the present grounds and apply the proceeds towards improving the new location.

The chief of the Bureau of Yards and Docks, whose experience and judgment entitle his opinions to consideration, suggests another locality than League Island, at Marcus Hook, a few miles below Philadelphia, on the right bank of the Delaware, which he supposes may, perhaps, be procured at a reasonable rate. From the examination which I have been enabled to give this subject, I am not prepared to say that the advantages are, to my mind, such as to counterbalance those attainable at League Island, which has been tendered to the government for its acceptance, nor is there assurance that land near Marcus Hook can be procured at any price. Either place, however, might, I apprehend, be satisfactory, and, as I have already stated to Congress, there is no doubt that for the purposes of a navy yard, and establishment for an iron navy and its wants, the banks of the Delaware present advantages that are not to be found elsewhere in the United States. Prompt and judicious action by the legislative branch of the government upon this subject is, in my judgment, urgently needed, and will, when it shall have been had, be carried into effect by this department with all possible activity.

NAVAL DEPOT ON THE MISSISSIPPI.

I deem it proper to again allude to the expediency of establishing at no distant day a naval depot, yard, and foundry at some accessible and suitable point on one of the rivers in the valley of the Mississippi. The selection of an appropriate location for this purpose, where vessels can be constructed and repaired, is a question of national importance. The United States have at this time one hundred naval vessels, on the Mississippi and its tributaries. Iron and coal, as well as wood, with all the materials for ships-of-war, are abundant, and may be found contiguous to eligible situations.

Steamers of iron will endure for years in fresh water, and the naval vessels which the government may place on those rivers will be preserved. Should the projected water communication connecting the northern lakes with the great interior rivers by an enlarged ship canal be carried into effect, the Mississippi squadron could be made available for the defence of our northern frontier when circumstances required it.

EDUCATION OF ENGINEERS, &c.

To attain and maintain our true position as a naval power, the best talent in the country must be found among the officers who are to conduct the varied operations of the service, and adequate provision to secure such ability and accomplishment should command the attention of those who have charge of our naval affairs. Our naval school is producing officers of skill, well educated for their profession; yet if our ships and steam machinery are not at the highest

attainable point of perfection, and the engineers are not skilful, the education and accomplishment of our officers will be unavailing to give us the naval superiority we should obtain.

By the introduction of steam into naval operations a new corps is engrafted into the naval service of men combining science with mechanical skill and genius, whose professional attainments and practical power demand the fostering care of the government. Our naval engineers, like those of the army, should be thoroughly educated to their profession, for on them the motive power of our vessels and the efficiency of our steam machinery must hereafter depend. Steam engineering should indeed be one of the important studies of all naval officers, and should be taught at the Naval Academy. It would be well to encourage such young men as exhibit aptness for mechanical studies to cultivate their peculiar talents, whether as naval constructors or engineers, in that department in which they can render the highest public service. Other governments pursue this course, and we shall find our advantage in giving similar encouragement to the young men of our own country.

It is a question, indeed, as sails are subordinate to steam, whether every officer of the line ought not to be educated to and capable of performing the duties which devolve upon engineers. The means of acquiring practical as well as theoretical knowledge of the subject should be furnished by the government, and it would be well if every midshipman were to receive instruction in this now important branch of his profession. If the public is not yet prepared to combine what at present are two distinct pursuits, and make every naval officer an engineer as well as a sailor, I would recommend the formation of a class at the Naval Academy of youths, giving a preference to those who may have already evinced mechanical skill and aptitude for engineering, who might be educated with special reference to their profession as engineers. After two years' study they could be received into the corps by conferring on them the appointment of third assistant engineers and assigning them to duty. The naval service and the country have suffered injury that can scarcely be estimated from the want of thorough, capable, and well educated engineers. Many of our most efficient vessels have been disabled and crippled in the midst of their cruise, and sometimes even at the very commencement of their service, in consequence of the incapacity of the engineers, whereby the country has been deprived not only of the use of the vessel for weeks and sometimes for months, but the officers and crew have been constrained to inactivity instead of being employed against the enemy. Some measures are necessary to correct and prevent these disasters, so injurious to the country, and I know of none so thorough and complete as that of publicly educating and training engineers to the service. The most important branch of study at the Naval Academy is, very appropriately, seamanship. A general knowledge of the application and use of steam and of practical mechanics should follow as almost equally essential. Line officers of the navy, of whatever rank, should, moreover, have the

privilege of attending lectures and pursuing the study of steam, mechanics, and, indeed, every branch that may be taught at the Naval Academy, and it is recommended that arrangements be made for carrying into effect these suggestions. Having recommended the enlistment and training of boys for the navy, I deem it scarcely less important to suggest the policy of giving employment to our seamen in time of peace. Our commercial marine and fisheries have been and are valuable nurseries for sailors, on which the government must rely in time of war for such additions as may be necessary to its force of thoroughbred naval seamen. But to build up and sustain a navy that shall be capable of asserting and maintaining the rights and honor of the country, the government, in peace as well as in war, must foster that hardy and adventurous class who, in every conflict, at home and abroad, have always gallantly upheld the flag. A formidable navy at the commencement of our present difficulties would have caused foreign nations to abstain from aiding the rebels and brought the war to a speedy conclusion. Why might not the government, in time of peace, employ its own fast steamers for ocean mail service, and, perhaps, other important transportation, such as carrying specie and packages of small bulk but high value? A slight armament of few guns on national vessels would be sufficient to exercise the men and to give character and security to the ship. Fronting as our country does on the two great oceans, this system would insure to us, 1st, vessels built and ready, at all times, for fighting purposes; 2d, an organization of able and efficient officers, with well trained and educated seamen, actively employed and always ready for naval service; 3d, rapid mail communication with different parts of the world; the whole furnishing a nucleus for the navy, where both its officers and better class of seamen would be constantly improving and fitting themselves for the highest public usefulness. No better school or training could be instituted for modern naval warfare, when seamanship is so much in advance of that which prevailed when only sailing vessels were known to the navy. Such a system would, besides being a nursery for the navy, contribute to the expansion of our commerce, which it would stimulate and encourage, and with which it would not come in competition. Under it the naval and merchant service would fraternise and be educated together when the country is at peace, and in time of war would combine the power of both for national purposes. Such employment of our national vessels would conduce to the interests of peace. These suggestions are intended to invite the attention of Congress to the important subject of establishing some system for the permanent benefit of the navy after the present hostilities have ceased.

VOLUNTEER OFFICERS—PROMOTIONS, &c.

The important service rendered by volunteer officers, and the courage and skill displayed by them, as also their adaptation to the profession, commends them to the consideration of Congress. While it cannot be expected, and would not be desirable, to incorporate permanently into the Navy all who hold tempo-

rary appointments, there are among them some whose abilities and worth should not be lost to the service. Those who have served long and faithfully, and by their conduct, zeal and ability merit it, should be promoted to volunteer lieutenant commanders, and a limited number of volunteer officers might be brought into the line.

It would doubtless conduce to the benefit of the service were officers of the line to undergo an examination for promotion to successive grades after leaving the academy until they attain the rank of commander. Such a regulation would avoid the necessity for retiring boards, and be an incentive to excellence and a just reward to those who strive to acquire professional knowledge after graduating from the academy, and entering on their career of active duty. Such a rule is established with the Engineer corps and Medical officers, and is productive of beneficial results. A like rule should be established with assistant paymasters, who ought not to be promoted until after the ordeal of an examination.

Suitable means should be taken to receive, prepare and train boys for the naval service. For this purpose one of the old ships of the line, now useless for cruising, might be stationed at some suitable place, perhaps at the Naval Academy, where boys between the ages of twelve and eighteen might be enlisted and educated as seamen. The sons of sailors and others in the public naval and military service should be entitled to consideration for admittance to this school-ship, and it would be well to select annually from those most proficient, at least five to be transferred to the Naval Academy as midshipmen. The same ship might, if judged expedient, also answer for such a gunnery practice vessel as has been frequently recommended by the Bureau of Ordnance.

PIRATICAL ROVERS.

The recognition of the rebels as belligerents by the principal maritime powers at the commencement of hostilities, gave strength and character to the insurrection, which it could never have had but for that recognition. A declaration of neutrality between the belligerents went abroad from governments with which we were in amity, carrying with it the semblance of fairness, but which in its operation is most unjust towards this government and country. The United States had an extensive commerce which penetrated every sea, while the rebels were without commerce or ships. The United States had a navy, and squadrons on almost every ocean; the rebels had not a single armed vessel at home or abroad. With a full knowledge of these facts, the principal maritime powers of Europe hastened to recognize the rebels as belligerents, and to declare that both the belligerents should be treated alike in their ports; that the public armed vessels of neither should remain more than twenty-four hours in their harbors nor receive supplies or assistance, except such as might be absolutely necessary to carry them home, and for three months thereafter they should not again receive supplies in any of the ports of those governments. While this proclaimed neutrality did not affect a single ship of the rebels, for

they had not one to be affected, it excluded the naval vessels of the United States from the ports of the principal maritime powers throughout the world, except under the restrictions enumerated.

When the Sumter, a vessel stolen from our merchants, made her escape and went abroad armed, but without a recognized nationality, to seize and destroy our merchantmen upon the high seas, she found, unlike the Algerine corsairs, refuge and protection within the maritime jurisdiction of the great European powers with whom the United States were in friendship; and finally, after being followed by our cruisers into the harbor of Gibraltar, she was permitted by the authorities to remain not only twenty-four hours, but more than twelve months, and was eventually transferred to an English purchaser, went to an English port, was refitted and left the English shores with a contraband cargo, and has since run the blockade, carrying supplies to the rebels.

The Alabama, the Florida, the Georgia, are armed cruisers built in England, have an English armament on board, and are manned by crews who are almost exclusively European. Sailing sometimes under the English and sometimes under the rebel flag, these rovers, without a port of their own which they can enter, or to which they can send a single prize for adjudication, have roamed the seas, capturing and destroying the commercial ships of a nation at peace with Great Britain and France; but yet, when these corsairs have needed repairs or supplies they have experienced no difficulty in procuring them, because it had been deemed expedient to recognize the rebels as belligerents. Not one of the many vessels captured by these rovers has ever been judicially condemned as a legal capture. Wanton destruction has been the object and purpose of the captors, who have burnt and destroyed the property of their merchant victims.

This theory of recognizing rebels as belligerents so soon as they lift their arms against the government, and thus declaring them entitled to national privileges on the high seas and in the harbors of the world, although without a port or navy of their own, is the inauguration of a new policy in the history of nations. For a long succession of years it has been an important point in the progress of civilization, and particularly among the maritime powers, that the police of the seas should be guarded and maintained by the subjection of captures to the adjudication of tribunals administering the law of nations, which receive from the hands of the captor his prize into the custody of that law to be disposed of by its rules; but the course pursued in fostering and giving encouragement to the rebel robbers who, without a recognized national flag or a port at their command, or any means of bringing their captures to judgment, are committing their predatory acts, is a restoration of that Algerine and Tripolitan system which long afflicted the civilized world, but which, under the lead of our government, was exterminated in the early part of the present century.

Thus far these rovers have escaped capture. While in the West Indies they were protected whenever they were enabled to flee into a neutral port, or get within a marine league of the shore of a neutral government—a privilege that was never in any quarter extended to the Mediterranean corsairs. Unfortu-

nately, most of the colonial authorities, and no inconsiderable portion of the population of the European dependencies, influenced by the professed neutrality which elevated insurgents, and sought to degrade the national authority to an equality with them, were in sympathy with the predatory rovers, and while lending them aid and often furnishing them with information, interposed obstacles and manifested unfriendly feelings to the lawful operations of the naval forces of the Union.

Compelled, as we have been, to withdraw to a great extent our foreign squadrons, in order to establish and enforce the blockade, the commerce of the United States, spread abroad upon every sea, has been annoyed, and often plundered and destroyed, by these unlicensed rovers. With none of the nobler attributes or gallant and daring qualities which characterize naval warriors, and particularly the American sailor, these robbers of the sea shun a naval antagonist. Their prowess exhibits itself in plundering peaceful commerce, and their victims have been unarmed merchantmen. Traversing the seas as they do, without a country of their own to which they can resort, it has been difficult to trace or meet them; and thus far they have, with the shelter and assistance of governments which recognize them as belligerents and equals, managed to elude our cruisers.

Their early operations were in the West Indies, where we have an extended commerce, and where they had coadjutors among those foreign adventurers who were engaged in illicit traffic, and sympathizers in a large portion of the colonial authorities. To protect our interests in that quarter, and especially to guard the treasure-ships in their transit to and from Aspinwall, a flying squadron was established in the autumn of 1862, and placed under the command of Acting Rear-Admiral Wilkes. That officer, by his energy and decision, contributed to break up one of the several lines of illicit traders organized to carry supplies to the rebels in ships ostensibly bound to Matamoras, but with cargoes having a contingent destination to Texas. While, however, he displayed efficiency in seizing that class of blockade runners, and was successful in breaking up one of the many cunningly contrived arrangements, he failed to capture the piratical rovers.

The department, anticipating that the Alabama and her associates would find it necessary to abandon the neighborhood of the Antilles, and satisfied of the direction they would then take, ordered the Vanderbilt, a fast steamer, on independent cruising duty, first in the West Indies, and then onward to the south. The orders to Commander Baldwin, of the Vanderbilt, under date of January 27, 1863, were: "When you are perfectly satisfied that the Alabama has left the Gulf or the West Indies and gone to some other locality, you will proceed along the coast of Brazil to Fernando Noronho and Rio de Janeiro, making inquiries at such places as you may think advisable. From Rio continue your course to the Cape of Good Hope," &c., &c.

In derogation of these special and explicit orders, Acting Rear-Admiral Wilkes on falling in with the Vanderbilt transferred his flag to that vessel, and, attaching her to his squadron, detained her in his possession so long as to defeat

the object and purpose of the department. He did not release her until the 13th of June, when Commander Baldwin proceeded to carry out his instructions, but he was too late. He arrived at Fernando Noronho on the 4th of July, at Pernambuco on the 6th, and at Rio de Janeiro on the 14th; thence he proceeded, on the 2d of August to St. Helena, instead of going direct to the Cape of Good Hope. The unfortunate detention of the Vanderbilt wholly defeated the plans of the department for the capture of the Alabama, Florida, and Georgia. They, as the department anticipated, arrived in those latitudes and visited those ports in May; but the Vanderbilt, instead of being there to receive them, as the department intended, was improperly retained in the West Indies until after that period.

In addition to the few vessels stationed abroad to guard our national interests, others have from time to time been despatched in pursuit of the rovers, all of which were built in and have gone abroad from foreign ports to prey upon our commerce. The details of all the measures which have been adopted by the department in this view it is not necessary here to disclose. But with most of our naval vessels engaged in enforcing the blockade, and without a clue to guide our independent cruisers on the trackless ocean, they have thus far been unable to encounter these semi-piratical vessels, which always seek to evade a naval antagonist. Were the probabilities greater than they are, however, of encountering them, and were our public naval vessels permitted to enter the ports of the maritime powers for fuel and other supplies when in pursuit, it would not promote the interests of commerce nor the welfare of the country to relax the blockade for that object. We have, however, no excess of seamen, nor even a sufficient supply for the immediate and imperative duties that are pressing upon us, and although it would be inexpedient to make public all the means that are taken and causes that control the action of the government, it may not be improper to state that one of our largest and fastest steamers, destined for foreign service, has been detained for months in consequence of an inadequate supply of seamen to man her. Other vessels are also short of their complement.

SEAMEN.

The operation of the draft has been, in some respects, detrimental to the naval service. No exemption of sailors or mariners having been provided for in the acts of the last Congress, these men, who may be deemed and are experts, fostered and cherished by all governments, and of whom no sufficient supply can be obtained, are liable to be withdrawn from the element to which they have been educated, and where they properly belong, and compelled to serve as soldiers. In this respect not only a hardship is inflicted on the men, but the navy and the country are injured. It has been the wise policy of the government at all times to encourage and cherish its supply of seamen. By express provision of the act of May, 1792, "all mariners actually employed in the sea service of any citizen or merchant within the United States" were exempted from militia duty. Bounties have been paid to the fishermen, and by former

laws, not only men-of-wars-men, but all mariners, have been exempt from militia service, it being considered that they performed an equivalent duty, or were liable to be absent when a draft took place. Under the recent enactment, petty officers, acting engineers, and others indispensable to a ship's complement and efficiency, have, as well as seamen, been subject to the draft while on ship-board and in naval service. Some of them on distant stations have been enrolled, drafted, and put to great inconvenience in their efforts to obtain relief, not unfrequently subjecting their commander and the seamen themselves to embarrassment. It certainly could not have been intended by Congress that persons in actual service afloat should be withdrawn from the navy, where they were faithfully discharging indispensable duties, and then be compelled, under the penalties of the law, to go into the army.

In enforcing the draft on any community which has furnished a large number of sailors, proper deductions ought doubtless to be made from the quota required for the army. Of the thirty-four thousand seamen in the naval service a large proportion are from the maritime towns on the sea-board. A committee of the township of Gloucester, in Massachusetts, in addressing this department on the subject, state that their township alone has furnished to the army over thirteen hundred soldiers, an excess of more than one hundred beyond the number required; but in addition to these they have given to the navy about six hundred sailors; yet under the new call for volunteers no allowance is made for seamen who have enlisted. As a community they are entitled to relief for the men that they have supplied to the navy, and so with other places similarly situated. Unless these facts are rightly considered and acted upon, the existing law will tend to the prejudice of the navy, for every community will encourage its men to go into the army at the expense of the navy, because there is no relief or credit or mitigation of the draft in consequence of enlistments in the naval service. In another respect the laws are in their effects made to operate to the prejucice of the navy. The high bounties for enlistments into the army induce many sailors to enlist as soldiers, although their services would be vastly more useful to the country on the element to which they have been trained and accustomed. The result is, that there are many seamen in the army, serving as soldiers, who have been drafted or drawn thither by bounties or other causes, who desire to be transferred to the navy, and have frequently made application to that effect, but it is understood that the law does not authorize such transfer. As it is difficult to procure educated, trained and able seamen in such numbers as are wanted, and skilful and experienced sailors are worth more to the country in the navy than they can be in the army, it would be productive of great benefit if the law authorized such transfer to be made. No well directed efforts should be spared to increase our naval strength, for it is mainly on the ocean that our rightful position as a nation is to be secured and maintained. The sailor is always and everywhere true to his flag. When, in the early days of the rebellion, the recreant officers in numbers deserted the government to which they owed and had sworn allegiance, they could not shake the loyalty and fidelity of the crews. These remained faithful to the

flag under whose folds they had carried into every sea and to every clime the honor and power of the republic. It has been the policy of every commercial country to extend encouragement and give strength to the navy which protects its commerce. Such should be our clear and unquestionable policy. Under the extraordinary expansion of our navy and the pressing demand for seamen, it is a public duty not only to permit those seamen who are in the army to be transferred, but to encourage such transfers, and at the same time, in so far as may be possible, to make the inducements to enter the naval service at all times fully equal to those offered to soldiers on their enlistment. No nation, and least of all the United States, can wisely strengthen its army by weakening its naval power.

Unfortunately for the country, the disunion element which for some years gave direction to public affairs so shaped the measure of government as to keep down and cripple our navy. Aware that it was a branch of the service which could have no sympathy in a denationalizing or disunion scheme, or be made subject to rebel control—knowing, moreover, that there were no sailors in the disaffected region, these men, in anticipation of their insurrectionary movements and in their whole policy and action, were hostile to the navy. But the changed condition of affairs, the loyalty of our sailors, the great service which the navy has everywhere rendered in the cause of the Union, and its importance for our peace and security abroad and at home, demand it should have all due encouragement.

The number of seamen in service on the 1st of July last, including the Mississippi squadron, was about 34,000. The number of enlistments from January 1st to October 1st was 19,000, mostly landsmen. From causes, to some of which allusion has already been made, the difficulty of procuring a sufficient number of seamen for the increase of the service has been great, and at times vessels have been detained and unable to proceed to sea for the want of crews. The lack of sufficient seamen arises from no diminution in the monthly number of enlistments, but from the increased wants of the service. During the year 1862 the average number of enlistments was 1,529 per month. During the present year the average has been over 2,000 per month. Unfortunately, the policy which it has been deemed necessary to pursue is such as in its effect to weaken the navy by offering extraordinary bounties to soldiers, by subjecting mariners to the army draft, without permitting them to enter the navy if they desired to do so, and by omitting to make any provision to relieve from its operation those communities which furnish the seamen to man our ships. The large bounties offered by the general and State governments, and often also by the local municipal authorities, as inducements to enter the land service, have had the effect of enticing into that service many professional seamen, who, but for those extraordinary inducements, would have enlisted in the navy. Towns on the sea-coast, where the population is to a great extent of a maritime character, as I have specified in a single instance, have been obliged to furnish their

quota for army service, thus largely diminishing the number from whom naval enlistments would naturally be expected.

The proclamation of September last must, from these causes and the operation of our laws, still further draw upon the limited number whose proper field is upon the ocean, and who should by every dictate of policy be encouraged by the government to enter the navy, instead of being enticed from it by pecuniary bounties or forcibly withdrawn by draft. Besides the exhausting governmental influence adverted to, we are compelled to meet the high prices and active competition of commercial enterprise.

The present and prospective difficulty of procuring seamen in numbers sufficient to man our ships is such as to call for the action of Congress. Our legislation should not be in its effects detrimental to that branch of the public service which it is the policy of every wise government to promote. Were as large a bounty to be paid to those who enlist in the navy as to those who enter the army—were the quota of towns and communities under any call for the increase of the national forces to be credited with the men furnished to the navy, and were seamen who may be drafted permitted the choice of entering either the land or naval service, the navy would be relieved of serious embarrassment. There is no draft, and there can be none, to re-enforce the navy as there may be to supply the army. While every able and sound man of proper age can be made a soldier and put into immediate service, there are comparatively few of our population who can be employed as sailors. The latter may be considered experts, and instead of bounties, allurements, or drafts to withdraw seamen from the element to which they belong, the reverse should be the fact. Our mariners have given marked and distinctive superiority to the cause of the Union in this contest. The rebels have some naval officers of reputation and ability, but not sailors. Yet that branch of the service which in this and in every war must give character and nationality to the country, has been, is, and will be subjected to embarrassments and deprived of a portion of its legitimate effective force by the operation of existing laws. The whole subject being of great importance in every respect, is commended to the early and considerate action of Congress.

NAVAL ACADEMY.

The Naval Academy, which at the commencement of the insurrection was removed from Annapolis, is still continued at Newport, Congress having taken no measures relative to its permanent location. The total number of midshipmen on the 12th of November was four hundred and sixty-three. Of these, two hundred and eight, standing highest in academic rank, are quartered on shore in buildings rented for the purpose. The residue are on board the school-ships Santee and Constitution, the junior class being on the latter ship.

The Macedonian, which has her full battery on board, is moored near the school-ships. All the midshipmen are stationed at quarters on board her, and

exercise at stated times at divisions and general quarters, in the most thorough and careful manner.

In consequence of the reduction of the number of the officers at the period when the navy was expanding, it became important that the full complement of midshipmen should be appointed, and permits were therefore issued one year ago to supply deficiencies caused by the rebellion. A similar course has been adopted the present year, in order that the government shall not be deprived of its legal quota of properly educated naval officers, by reason of the insurrection.

For a period the pressure for trained officers was so great that volunteer appointments were conferred on those who left the academy and the regular service, but the example and influence were thought to be unfavorable, and the practice was therefore discontinued. No appointments of this description have knowingly been made during the current year.

The annual board of visitors for the Naval Academy for 1863 convened at Newport, Rhode Island, on the 18th of May, and were engaged until the 1st of June in witnessing the examination of the several classes of midshipmen and in inspecting the police and management of the institution. In consideration of the importance of the academy to the public service, and the interest naturally felt in its management, it was thought proper to associate some gentlemen in civil life from different parts of the country with the naval officers upon the board of visitors, and the board was accordingly composed of Rear-Admiral L. M. Goldsborough, Hons. Edward Everett and Charles Eames, Sidney Brooks, esq., Commodore H. K. Hoff, C. H. Cathcart and Jacob Butler, esqrs., and Commodore R. B. Hitchcock. In their full and carefully considered report, the members of the board unanimously expressed a high and even unanticipated degree of satisfaction with the accommodations of the students, both on shipboard and on shore, with the organization of the commissariat and supply departments, with the sanitary regulations of the establishment, and its discipline and government, and with the various professional exercises of the midshipmen afloat and ashore. From what they saw of the field exercises, they were convinced that ample instruction is given and adequate proficiency acquired at the institution to enable the young officers to train and command crews of seamen for efficient co-operation with a military force of infantry or artillery on land, and in the practical departments of professional education the instruction given to the students, and the skill exhibited by them, merited their highest commendation.

They regard the whole system of superintendence, police and discipline under the present management of the institution as one of its most admirable features, and evidence was presented to them showing the abundant willingness of the authorities of the city of Newport to co-operate with the government of the academy in the endeavor to remove the temptations which are apt to beset the footsteps of youth. In their personal intercourse with the students, the board say that they were much impressed by their habitually gentlemanlike manners and well bred style of demeanor.

In the removal of the academy temporarily to the quarters at Newport, it is the opinion of the board there has been no perceptible diminution of its efficiency or the good order of its discipline. The quartering of the students on shipboard during at least the first year of their attendance is approved of, and is said to possess unquestionable advantages in the management of the institution. In the general plan and organization of the academy, the board think it will compare favorably with the best naval schools in the world.

Several recommendations are made by the board, and among them provision for thorough instruction, both theoretical and practical, in steam engineering. Upon an invitation from the municipal authorities of Newport, they visited Coaster's Harbor island, which has been offered by that city to the government as a permanent site for the Naval Academy. Without expressing an opinion as to the expediency of permanently removing the academy from Annapolis, the board deemed it proper to say, that in the event of such removal, they considered the island in question admirably adapted for the purpose indicated.

Upon the occasion of the delivering of diplomas to the graduating class, the Honorable Edward Everett, at the request of the superintendent and officers of the academy, and at the instance of his associates, addressed a public valedictory discourse to the assembled classes, which, in its comprehensive and statesmanlike appreciation of the position and influence of the institution, its patriotic spirit and characteristic eloquence, cannot but have a salutary influence, and at the request of the board it has been published.

ORDNANCE.

The present condition of our naval ordnance, as presented in the report of the chief *ad interim* of that bureau, will be read with interest. It exhibits a gratifying advance in that department of the service since the commencement of the rebellion, and furnishes evidence that in general efficiency we are in a condition to maintain a standing at least equal to that of any other power. Aided by private enterprise, the necessities of the country, which were great, have been surmounted, and, dispensing with the old artillery to which we for a time were compelled to resort, our naval vessels have now an armament worthy of the service.

The suggestions embraced in the report of the Chief of Ordnance are commended to the consideration of Congress, and those which relate to the magazines and a gunnery ship are entitled to special regard.

PRIZES.

The number of vessels captured by the squadrons and reported to the department to the 1st of November, is 1,045, classified as follows: schooners, 547; steamers, 179; sloops, 131; brigs, 30; barques, 26; ships, 15; yachts and small boats, 117. This is exclusive of a large number destroyed on the Mississippi and other rivers and on the coast. A table giving their names, dates of capture, and other particulars, is appended to this report.

At the close of the war of 1812 there were 301 vessels, including armed gun-

boats and tenders, in the navy, and the entire number of captures of armed and unarmed vessels made by them was 291. Five hundred and seventeen commissioned privateers were afloat during the war, and their captures numbered 1,428—making the total number of captures by public and private vessels 1,719.

The value of prizes sent to the courts for adjudication since the blockade was established is not less than thirteen million dollars. The value of those already condemned, and of which notice has been received at the department, is $6,538,683 40; the expenses have been $607,407 64, leaving for distribution $5,897,970 36, as appears by the following table:

	No. of cases.	Gross amount of sales.	Costs and expenses.	Net amount for distribution.
Boston	13	$864,322 15	$25,188 44	$839,133 71
New York	89	2,218,263 29	281,162 07	1,937,735 21
Philadelphia	57	*1,859,434 76	149,806 06	1,670,512 97
Key West	71	1,432,952 30	133,291 55	1,304,053 51
Washington	44	72,091 62	11,966 12	60,909 08
Illinois	11	91,619 28	5,993 40	85,625 88
Total	285	6,538,683 40	607,407 64	5,897,970 36

* The sum of $39,115 73 allowed to claimants by decree of court.

One-half of the net proceeds arising from the sale of prizes is by law set apart as a fund for the payment of naval pensions. The pension-roll on the 6th of November last amounted to $159,812 55, and the estimated increase during the remaining eight months of the fiscal year is $32,570. The moiety of prize money dedicated as a pension fund, and now accumulating, should be made a permanent investment in registered government securities. Were such the case, it is believed that the annual interest would be sufficient to meet all liabilities for naval pensions. At least two million five hundred thousand dollars can now be invested without interfering with the prompt payment of pensions. I recommend that the fund now on hand be made permanent, and that hereafter, whenever the amount shall reach one hundred thousand dollars, at least one-half shall be invested in registered government securities bearing six per cent. interest.

BOUNTIES FOR DESTRUCTION OF ENEMIES' VESSELS.

The 4th section of the "Act for the better government of the navy," approved July 17, 1862, provides "that a bounty shall be paid by the United States for each person on board any ship or vessel-of-war belonging to an enemy at the commencement of an engagement, which shall be sunk or otherwise destroyed in such engagement by any ship or vessel belonging to the United States, or which it may be necessary to destroy in consequence of injuries sustained in action, of one hundred dollars, if the enemy's vessel was of inferior force: and

of two hundred dollars, if of equal or superior force; to be divided among the officers and crew in the same manner as prize money."

Since the enactment of this law there have been repeated cases in which the right to the bounty has accrued to the officers and crews of vessels of the navy, particularly on the western waters; but there being no appropriations to which the expenditure could properly be charged, the claims to the bounty have remained unsettled, and the just expectation of those entitled to the reward have been disappointed. The amount necessary to pay the claims which have accrued would probably not exceed $250,000; and it is desirable that an early provision be made for the payment of this just debt. In the event of an appropriation for the purpose, a board will be appointed by the department for the examination of the claims, or they may be ascertained in any other manner which Congress may be pleased to direct.

PRIZE LAW.

The interest of the naval service in the distribution of prize money, and the duties imposed by law upon this department in that connexion, have necessarily drawn its attention to the present state of our legislation upon the whole subject. It is not doubtful, in my judgment, that some modification of existing laws, and some additional legislation in relation to prize proceedings and the distribution of the proceeds of prizes, are necessary. The several statutes now in force upon the subject appear to have been, in some of their provisions, hastily drawn, and they certainly fail to imbody and carry into effect, with due promptness and convenience, a consistent and well-defined public policy. It is my purpose, at an early day, to communicate to Congress, through its appropriate committee, the views which I entertain as to the defects of our present laws in relation to prizes, and to suggest such remedy in legislation as the interests of the public service seem to require.

FLEET ENGINEERS AND PAYMASTERS.

The large increase of our naval force, and the organization and size of squadrons, have made it necessary to detail certain officers to duty for which no legal provision has been made. By the act of 1828, the appointment of a surgeon of a fleet was authorized. At that time there was not a steam vessel in the navy, whereas, we have now few others. Under this change the necessity of a fleet engineer is, to say the least, quite as urgent as that of fleet surgeon. A fleet paymaster is also required for each of the squadrons, and will contribute to true economy, and the correct management of the financial and property accounts of the squadrons. As the express legal authorization of these officers, who are now detailed by regulation of the department, will cause no increase of salary, I would invite the required legislation to sanction the appointment of a fleet engineer and fleet paymaster for the respective squadrons.

The appointments of acting assistant paymasters provide for an existing necessity, but it will be advisable to increase the corps of regular paymasters above the present limited number either now or on the general re-organization which must take place at the close of hostilities.

MARINE CORPS.

Difficulty has been experienced in keeping up a full complement of marines in consequence of the high bounties paid for army recruits. Many whose time has expired, though preferring to remain with their old corps, have been induced by extraordinary bounties to enter the army. It has not been the policy of this department to resort to the system of bounties for either the marine or naval service, but circumstances may render it necessary.

The colonel commandant recommends that the corps, which, when full, consists of three thousand men, should be increased to three thousand five hundred. This increase would not be an undue proportion to the naval increase; but a large portion of the vessels now in commission are of a description that do not require a marine guard. If, therefore, the corps were full, the present number would probably be sufficient for present requirements. On a few important occasions a battalion has been detailed for army duty; but the want of equipments and other causes render their employment in a service to which they are not drilled, and to which they do not belong, a question of doubtful expediency. It is a question, indeed, whether it would not be better in every respect to attach the corps permanently to the navy or the army, and make it exclusively subject to the control of one or the other branches of service, instead of occupying an equivocal position as regards both.

The discipline of the corps is excellent, and among its officers are some who would do credit to any service. It is earnestly recommended by the colonel commandant that justice to the corps requires that its chief should hold corresponding rank with other officers who have like command. I have heretofore respectfully submitted this subject to the consideration of Congress.

COAST SURVEY.

It is due to the officers connected with the coast survey that the assistance which they have given to our squadrons should be acknowledged. The value of the information which they have furnished our blockading forces throughout the war cannot be overestimated. Not only on the coast, but on the great interior rivers, they have aided the service, and promoted its efficiency and its intelligent action. Rear-Admiral Porter expresses his great obligation to a small coast survey party that accompanied the Mississippi squadron, for the maps and sketches which were used by him, and consulted by the army officers in guiding their operations. They were constantly employed in delineating the face of the country, gaining topographical and hydrographical knowledge, compiling maps, and sketching, when the maps were found to be erroneous. The squadron would have been sometimes embarrassed without them. War cannot be success-

fully carried on without good maps, and the general or admiral who has the best charts will have an advantage, which will go far to insure success.

LIGHTS AND SIGNALS AT SEA.

With the view of preventing collisions at sea, some alterations and improvements have been made in the description of lights and signals to be used, and also in the rules and regulations to be observed by sea-going vessels when approaching each other. Heretofore there has not been uniformity in these respects, and disasters have been the consequence. In order that the law and practice may be universal among maritime nations, the governments of Great Britain and France prepared a set of rules and regulations, which have been submitted to the various maritime powers, and to which the attention of this government was invited the early part of the present year. These rules, being very nearly those which had governed the usage of sea-service, instructions were issued to our naval officers to conform to them. But these instructions are mere departmental regulations, and do not extend to vessels in the merchant service. In order to carry them into effect, and give them the force of international maritime law, some legislative sanction seems to be necessary. It is also desirable these rules should apply to vessels in the merchant service, and all vessels on our rivers and inland waters should be required to conform to them.

DEFENCE OF PORTSMOUTH NAVY YARD.

The exposed condition of the navy yard and public property at Portsmouth, New Hampshire, requiring protection, and there having been no garrison for the defence of that place, additional measures to insure its safety became necessary. Eleven VIII-inch guns were accordingly mounted on the old breastworks on Seavey's island, in front of the navy yard, and five guns of the same calibre in the yard itself; and as there were no marines or soldiers to man them, one hundred contrabands were enlisted at Fortress Monroe, and sent north for that purpose. They are in charge of naval officers, and are being drilled in the use of heavy ordnance.

THE BAINBRIDGE.

Following the practice in similar cases heretofore, and with a view to such action as Congress may deem proper, I take this occasion of bringing to your notice, and that of the country, the loss of the United States brig Bainbridge. This brig, under command of Acting Master T. J. Dwyer, sailed from New York on the 14th of August, for Port Royal, South Carolina, and from the statement of one of her crew, who was picked up at sea, and claimed to be the only survivor, the unfortunate vessel capsized in a gale off Cape Hatteras, on the 21st of August. No further tidings of the brig, or those who were on board of her having been received, and in view of the time that has elapsed, there seems to be

no doubt of her loss with all on board, except the seaman referred to. It rests with Congress to fix a day upon which the vessel shall be regarded as having been lost, in order that the accounts of those who perished may be properly adjusted, and to make proper provision for the families of those who shared the fate of the Bainbridge.

CONTRACTS.

The system of making annual contracts under existing laws, by advertisement and award to the lowest bidder, is attended with many difficulties and embarrassments, and often with loss to the government. To a great extent the fair and honest dealer is excluded, or deterred from competition, by the devices of the less scrupulous, who resort to contrivances to evade the law, and secure to themselves the contracts. It is the object of the government to obtain good articles, at a fair price, and the laws were intended to secure this result; but by combinations, fictitious bids, proposals from irresponsible persons, and various artful schemes, the object of the laws is defeated, and the means which were intended by Congress to guard the rights of the fair dealer and the public interest are perverted, to the injury of both.

When proposals are made to furnish the government with supplies at prices below the market value, as is done in many cases, the transaction indicates fraud. Contractors do not intend to make losing contracts with the government, and fair and responsible dealers do not make such proposals. Such men are driven from competition by these improper practices. The law, however, permits no alternative but the acceptance of the lowest offer, regardless of the character of the individual who makes it, or the devices he practices.

Were the subject of purchases confided to the respective bureaus, under sanction of the department, the government would, I am confident, be better and generally more economically served. A degree of discretion can be intrusted to those officers, who are men of integrity and responsible to the government, to discharge this duty with fidelity.

ADVANCE IN WAGES.

The enhanced prices in every department of business, and even in the necessaries of life, operate with peculiar hardship on many who are in the government service. In some instances, where there is a fixed legal compensation, the circumstances of the times have so changed values that the remuneration received is scarcely sufficient for the subsistence of those who are in the employ of the government. The subject is one that peculiarly addresses itself to Congress, and it may be worthy of consideration whether an advance of twenty-five per cent. upon their present compensation ought not in these cases to be made, to continue until one year after the close of the war. In the navy yards, and public and private establishments generally, as large or larger advance has been made to the mechanics and other employés.

EXPENSES AND ESTIMATES.

The appropriations made for the fiscal year ending June 30, 1863, were	$71,587,052 09
Expenses of the department during same time	63,211,105 27
Leaving an unexpended balance of	$8,375,946 82

This amount will, however, be absorbed in the completion and armament of vessels under contract and the payment of other liabilities incurred prior to the close of the fiscal year.

The expenditures have embraced, besides the ordinary disbursements for the naval establishment, the construction in whole or in part, and the repair, of seventy-one iron-clad vessels on the Atlantic and western waters, the purchasing, repairs and alterations of three hundred and sixty vessels, as well as the charter money for the ordinary service, and for the search after piratical vessels on the coast.

The estimates submitted for the fiscal year ending June 30, 1865, are as follows:

Pay of the navy	$19,423,241 00
Construction and repair of steam machinery	39,362,000 00
Construction and repair of vessels	32,575,000 00
Construction of armor-plated sea steamers	19,600,000 00
Ordnance and magazines	8,603,946 00
Fuel, hemp, and equipment of vessels	7,540,000 00
Provisions and clothing	6,915,605 00
Contingent and miscellaneous	3,869,850 00
Navy yards and superintendents	2,558,448 00
Marine corps	1,445,321 85
Surgeons' necessaries and hospitals	358,500 00
Tables of navigation, nautical instruments, and Naval Academy	366,873 55
	$142,618,785 40

These estimates are large, but they are made upon a war basis, and the present extraordinary cost of material and labor renders a corresponding increase of estimates necessary. On the assumption that the war will continue—and no other rule is a safe one—large additions are to be made to our naval force, and the hard service to which all our squadrons are subjected makes the repair and refitment expensive.

A considerable portion of this expenditure will be an investment for value received, and the vessels and property will remain on hand when the rebellion shall be suppressed. The efficient naval vessels will continue to constitute the

armed naval power that will be used to vindicate and defend our national rights or may be considered an economical investment to insure peace. Such vessels as may not be adapted to naval ocean service can be sold to the merchant marine, from which many of them were procured. Whatever sums may be expended for docks, yards, buildings, machinery, &c., will be permanent investments for the country.

CONCLUSION.

In concluding this report, it is with sincere gratification that I acknowledge the able and efficient aid which I have received in the performance of my official duties, from the gentlemen who, in their several grades, have been associated with me in this department. I have, on former occasions, expressed my high appreciation of the services of the Assistant Secretary and of the several Chiefs of Bureaus, whose interesting reports are appended. Additional experience only confirms this favorable opinion. I commend, also, the faithful and satisfactory manner in which the largely augmented clerical labors of the department have been performed. It has fallen to me to conduct the affairs of this department during a period of trial and sacrifice, in the course of which our country, by an effort which challenges the admiration of the world, has not only created a naval power, but has successfully applied that power in the most arduous naval enterprise ever undertaken. When under such circumstances, devoting all my energies to the duties of my position, and meeting all its grave responsibilities to the best of my ability, I have been constantly cheered and sustained by the assured conviction that the navy of the United States has achieved a great and new historical renown; that it has expanded and is expanding in a measure commensurate with the exigencies of the country and of the times; that it has done and is doing heroic service in a great and sacred cause, and that its force is wielded by a body of officers and men who have established the highest claim to the gratitude of their country.

GIDEON WELLES,
Secretary of the Navy.

To the PRESIDENT.

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APPENDIX.

REPORTS OF OFFICERS.

NORTH ATLANTIC SQUADRON.

REPORT OF COMMANDER F. A. PARKER OF A JOINT EXPEDITION TO MATTHEWS COURT-HOUSE, VIRGINIA.

UNITED STATES STEAMER MAHASKA,
Off Yorktown, Va., December, 12, 1862.

SIR: I have the honor to report to you that I have just arrived from the East river, where, at the request of General Naglee, I landed this morning, at sunrise, a detachment of infantry, (Lee's enfants perdus,) fifty in number, and ninety-five of the 6th New York cavalry, under Major Hall, with my marines and howitzers, manned by sixty seamen, in charge of Acting Master Dyer, and proceeded to Matthews Court-House, distant two miles from the landing place. After moving about half a mile, the command commenced driving the enemy's pickets, and at a point a little beyond the court-house fell in with a small party of cavalry, not above fifteen, I think, who made a stand for a moment, until our advance guard fired a volley, when they rode off. Ascertaining here that their force was not above forty in all, I halted the infantry and artillery, while Major Hall, with his cavalry, continued the pursuit, and as a considerable number of our cavalry was despatched from Gloucester Court-House very early this morning to cut off their retreat, I do not see how the rebels can escape. After resting a short time in the village, where I caused the post-office to be searched, but found nothing, I returned with our men and the infantry to this vessel.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander.

Acting Rear-Admiral S. P. LEE,
Com'dg North Atlantic Blockading Squadron, Hampton Roads, Va.

EXPEDITION UP THE NEUSE RIVER.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Va., December 24, 1862.

SIR: I am happy to inform the department that I have received from Commander A. Murray, a copy of which is enclosed, official information of the successful results of General Foster's expedition to Goldsborough, and that due credit is accorded the naval co-operation, though the stage of water in the Neuse rendered it impossible for our vessels to proceed so far as was desirable.

Commander Murray's report of the 20th states that two of the boats, under the command of naval officers, are still up the Neuse river, about six miles from Kinston, for the purpose of bringing down the sick and wounded.

Copies of Commander Murray's letters to me of the 11th and 16th, regarding the preliminary movements and the subsequent progress of the expedition, have been forwarded to the department with my confidential communications 226 and 229.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Com'dg North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander A. Murray.

UNITED STATES STEAMER HETZEL,

Off Newbern, N. C., December 20, 1862.

SIR: I am officially informed that General Foster, having satisfactorily accomplished the object of his expedition, namely, the destruction of the railroad bridges and track near Goldsborough, is now on his return to this place, where he is expected to-night or during to-morrow.

Two of the boats, under the command of naval officers, are still up the Neuse river, about six miles from Kinston, for the purpose of bringing down the sick and wounded.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S. 4 p. m. General Foster has returned; the expedition was a complete success; due credit accorded to naval demonstration.

LOSS OF THE MONITOR.

UNITED STATES FLAG-STEAMER PHILADELPHIA,

Hampton Roads, Va., January 3, 1863.

SIR: I have the painful duty to perform of reporting the loss of the Monitor at sea, south of Cape Hatteras, on Tuesday night, the 30th ultimo. I am informed by Commander Armstrong that two officers and twenty-eight men of the Monitor and Rhode Island were drowned. See his report enclosed.

The Passaic is at Beaufort, North Carolina. Both these vessels departed from the roads in good weather. I left it to the discretion of their commanders to choose the weather and time of their departure.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear Admiral, Com'dg North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Second report of Acting Rear-Admiral S. P. Lee.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Va., January 4, 1863.

SIR: I submit the following report, based on the reports received by me from Commander Bankhead, of the Monitor, and Commander Trenchard, of the Rhode Island. * * *

Commander J. P. Bankhead, commanding the Monitor, reports to me that he left the roads Monday, 29th ultimo, at 2.30 p. m., with light southwest wind, clear, pleasant weather, and every prospect of its continuing so. At 6 p. m. he passed Cape Henry; water smooth, and everything working well. The same good weather continued during the night and until 5 a. m. on Tuesday, the 30th, when the Monitor felt a swell from the southward and a slight increase of wind from southwest, the sea breaking over the pilot-house and striking the base of the tower; speed about five knots. Until 6 p. m. the weather was variable, with occasional squalls of wind and rain, with less swell in the afternoon. Bilge-pumps were amply sufficient to keep her free. At 7 p. m. the wind hauled more to the southward, increased and caused sea to rise, the computed position being fifteen miles south of Cape Hatteras. At this time the Monitor was yawing and towing badly, the vessel working and making more water; the Worthington pumps were set to work and the centrifugal pumps got ready. At 8 p. m. the sea was rising rapidly (the Monitor plunging heavily,) completely submerging pilot-house, and at times entering the turret and blower pipes. When she rose to the swell, the flat under surface of the projecting armor would come down with great force, causing considerable shock to the vessel. Stopping the Rhode Island, which was towing her, did not make the Monitor ride easier or cause her to make less water, as she would then fall off and roll heavily in the trough of the sea. The centrifugal pump was at length started, the others failing to keep the water down. With all the pumps working well, the water continued rising, and at 10 p. m., after a fair trial of the pumps, and the water still gaining rapidly, Commander Bankhead made signal of distress, cut the hawser, steamed close to and under the lee of the Rhode Island, received two boats from her and ordered the crew of the Monitor to leave her—a dangerous operation, as the sea was breaking heavily over the deck. The two vessels touched, and, owing to the sharp bow and sides of the Monitor, the Rhode Island was endangered and she steamed ahead a little. At 11.30 p. m. the water was gaining rapidly, though all the pumps were in full play, the engine working slowly and the sea breaking badly over the vessel, making it dangerous to leave the turret. At this time several men were supposed to have been washed overboard. The engine and pumps soon ceased to work, the water having put the fire out. While waiting for return of boats, bailing was resorted to. As the Monitor was now laboring in the trough of the sea, Commander Bankhead let go the anchor which brought her head to sea. The vessel filling rapidly, Commander Bankhead ordered the twenty-five or thirty men, then left on board, to leave in the boats then approaching cautiously as the sea was breaking violently over the Monitor's submerged deck. In this perilous position, Commander Bankhead held a boat's painter until as many men could get in as the boat could carry. Some men left in the turret, terrified by the peril, declined to come down, and are supposed to have perished. Commander Bankhead did not leave his vessel so long as he could do anything towards saving his crew, in which efforts he was ably assisted by Commander Trenchard, the officers and crew of the Rhode Island.

When the crew of the Monitor was mustered on board the Rhode Island, four officers and twelve men were found missing, some of whom it is hoped

were picked up or survived the gale in the Rhode Island's boat. A list of the Monitor's missing is enclosed in Commander Bankhead's report of the 3d instant, accompanying this report; Acting Assistant Surgeon Weeks suffered amputation of three fingers, his hand having been badly jammed.

Commander Bankhead speaks warmly of the good conduct of the officers and crew, with but few exceptions. He commends particularly Lieutenant Samuel D. Greene, his executive officer, and Acting Master L. N. Stodder, as worthy of all praise. He warmly praises the deportment of Acting Master's Mate Peter Williams and Quartermaster Richard Anjier; the latter would not desert the ship until his commander left.

The officers and crew lost everything. They will, the latter at least, doubtless receive appropriate relief from the government.

Commander Trenchard, commanding the Rhode Island, with the Monitor in tow, left on Monday, December 29, at 2.30 p. m., with wind light from SW., sea smooth, and weather favorable that night, and next day, the 30th, the Monitor towing easily. At 1 p. m. on the 30th, Hatteras light bore W.SW., distant 14 miles; at sunset it bore NW., distant 17 miles, and the State of Georgia, with the Passaic in tow, to the northward and eastward; the wind was then light from SW., with indications of good weather. Between 8 and 9 p. m. the wind hauled more to the southward and freshened with rainy and squally weather. At 11 p. m., when 20 miles S.SW. of Hatteras, the Monitor made signal of distress, at which Commander Trenchard sent his two largest boats to her assistance; one of them, the launch, was stove under the quarter of the Rhode Island by the Monitor. While the Monitor was in that position, ropes were thrown to her from the Rhode Island; but so reluctant was the crew of the Monitor to leave the vessel that they did not take advantage of the opportunity to save themselves. Acting Master's Mate D. R. Brown, of the Rhode Island, twice brought that vessel's first cutter full of men from the Monitor; he attempted a third trip, probably through a misunderstanding of orders, and did not return, though waited for that night, and searched for next day, the 31st. There is room to hope that this boat, with its crew, and probably with some of the missing Monitor's men, survived the gale. Commander Trenchard commends the skill and good conduct of Acting Master's Mates D. R. Brown and Stevens, of D. T. Compton, coxswain, and the missing crew of the cutter, a list of which is enclosed in Commander Trenchard's report of January 3, accompanying this.

I hope that the dependent families of the dead will receive the relief needed by their losses, and the faithful survivors the consideration deserved for their good conduct. * * * * * * * *

Herewith I forward—

(A.) Report of Commander J. C. Bankhead (late of the Monitor) to Acting Rear-Admiral Lee, dated January 3, and enclosing (1) his detailed report of January 1; (2) the report of his senior engineer; (3) list of missing.

(B.) Report of Commander Trenchard (commanding the Rhode Island) to Acting Rear-Admiral Lee, dated January 3, and enclosing (1) list of missing.

(C.) Report of Commander J. F. Armstrong (commanding the State of Georgia) to Acting Rear-Admiral Lee, dated January 3.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

Report of Commander J. P. Bankhead.

UNITED STATES STEAMER RHODE ISLAND,
Hamptom Roads, January 3, 1863.

SIR: I regret to have to report to you that the United States iron-clad steamer Monitor foundered at sea at about 1 a. m. of the 31st day of December, 1862, with a loss of four officers and twelve men missing, some of whom may possibly have been saved. I enclose herewith a detailed account of the loss of the vessel, with the probable cause, the report of the senior engineer, and a list of the men and officers missing.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander United States Steamer Monitor.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER RHODE ISLAND,
January 1, 1863.

SIR: I have the honor to report to you that the Monitor left Hampton roads, in tow of the United States steamer Rhode Island, on the 29th of December, 1862, at 2.30 p. m., wind light at SW., weather clear and pleasant, and every prospect of its continuation. Passed Cape Henry at 6 p. m.; water smooth, and everything working well.

During the night the weather continued the same until 5 a. m., when we began to experience a swell from the southward, with a slight increase of the wind from the SW., the sea breaking over the pilot-house forward and striking the base of the "tower," but not with sufficient force to break over it. Found that the packing of oakum under and around the base of the tower had loosened somewhat from the working of the tower, as the vessel pitched and rolled. Speed at this time about five knots; ascertained from the engineer of the watch that the bilge-pumps kept her perfectly free, occasionally "sucking." Felt no apprehension at the time. The weather during the day, and until 6 p. m., was variable, with occasional squalls of wind and rain, and towards evening the swell somewhat decreased, the bilge-pumps being found amply sufficient to keep her clear of the water that penetrated through the sight hole of the pilot-house, hawser hole, and base of tower, (all of which had been well calked previous to leaving.) At 7.30 the wind hauled more to the south, increasing in strength, and causing the sea to rise. Computed position at this time about 15 miles south of Cape Hatteras shoals. Found the vessel towed badly, yawing very much, and with the increased motion making somewhat more water around the base of the tower. Ordered engineer to put on the Worthington pump bilge injection, and get the centrifugal pump ready, and report to me immediately if he perceived any increase of the water. 8 p. m.; the sea about this time commenced to rise very rapidly, causing the vessel to plunge heavily, completely submerging the pilot-house, and washing over and into the turret, and at times into the blower pipes. Observed that when she rose to the swell, the flat under surface of the projecting armor would come down with great force, causing a considerable shock to the vessel and turret, thereby loosening still more the packing around its base. Signalized several times to the Rhode Island to stop, in order that I might ascertain if, by so doing, she would ride easier, or decrease the influx of water, but could perceive no difference, the vessel falling off immediately into the

trough of the sea and rolling heavily. The engineer at this time reported that it would be necessary to start the centrifugal pump, as the others failed to keep the water under. Ordered him to do so immediately, and report to me the effect. Sea continued to rise, the vessel striking heavily forward. The engineer reported that the pumps were all working well, but produced no effect upon the water, which by this time had risen several inches above the level of the engine-room floor.

About 10.30 p. m., having given the pumps a fair trial, and finding the water gaining rapidly upon us, I determined to make the preconcerted signal of distress, which was immediately answered by the Rhode Island. I ranged up close to her and reported that the water was gaining rapidly upon us, and requested her commander to send boats to take off the crew. Finding that the heavy stream-cable used to tow the Monitor rendered the vessel unmanageable while hanging slack to her bow, and being under the absolute necessity of working the engines to keep the pumps going, I ordered it to be cut, and ran down close under the lee of the Rhode Island, at times almost touching her. Water continued to gain upon the pumps, and was now above the "ash-pits." Two boats reached us from the Rhode Island, when I ordered Lieutenant Greene to put as many men into them as they could safely carry. While getting the men into the boats (a very dangerous operation, caused by the heavy sea breaking entirely over the deck) the vessels touched slightly, nearly crushing the boat, and endangering the Rhode Island herself, as our sharp bow and sides would undoubtedly have stove her near the water's edge had she struck upon us heavily. The Rhode Island steamed slightly ahead, and the vessels separated a short distance. At 11.30, my engines working slowly, and all the pumps in full play, but water gaining rapidly, sea very heavy, and breaking entirely over the vessel, rendering it extremely hazardous to leave the turret—in fact, several men were supposed to have been washed overboard at this time.

While waiting for the boats to return, the engineer reported that the engines had ceased to work, and shortly after all the pumps stopped also, the water putting out the fires, and leaving no pressure of steam. A bailing party had been previously organized, not so much with any hope of diminishing the water, but more as an occupation for the men. The engine being stopped, and no longer able to keep the vessel head to sea, she having fallen off into the trough and rolling so heavily as to render it impossible for boats to approach us, I ordered the anchor to be let go and all the chain given her, in hopes that it might bring her up, Fortunately it did so, and she once more swung round, head to wind. By this time, finding the vessel filling rapidly, and the deck on a level with the water, I ordered all the men left on board to leave the turret and endeavor to get into the two boats which were then approaching us. I think at that time there were about twenty-five or thirty men on board. The boats approached very cautiously, as the sea was breaking upon our now submerged deck with great violence, washing several men overboard, one of whom was afterwards picked up by the boats. I secured the painter of one of the boats, (which, by the use of its oars, was prevented from striking the side,) and made as many get into her as she would safely hold in the heavy sea that was running. There were several men still left upon and in the turret, who, either stupefied by fear, or fearful of being washed overboard in the attempt to reach the boats, would not come down, and are supposed to have gone down in the vessel. Feeling that I had done everything in my power to save the vessel and crew, I jumped into the already deeply-laden boat and left the Monitor, whose heavy, sluggish motion gave evidence that she could float but a short time longer. Shortly after we reached the Rhode Island she disappeared.

I must testify to the untiring efforts and zeal displayed by Captain Trenchard and his officers in their attempts to rescue the crew of the Monitor. It was an

extremely hazardous undertaking, rendered particularly so by the heavy sea and the difficulty in approaching the Monitor.

While regretting those that were lost, it is still a matter of congratulation that so many were saved under the circumstances. There is some reason to hope that a boat, which is still missing, may have succeeded in saving those left on board, or may have reached the vicinity of the vessel in time to have picked up some of them as she went down. Upon mustering the officers and crew on board the Rhode Island, four officers and twelve men were found to be missing, a list of whom I herewith enclose, as well as the report of Second Assistant Engineer Watters, acting chief engineer.

I am firmly of the opinion that the Monitor must have sprung a leak somewhere in the forward part, where the hull joins on to the armor, and that it was caused by the heavy shocks received as she came down upon the sea.

The bilge-pumps alone, up to 7 p. m., had easily kept her free, and when we find that all her pumps a short time after, with a minimum capacity of 2,000 gallons per minute, not only failed to diminish the water, but, on the contrary, made no perceptible change in its gradual increase, we must come to the conclusion that there are, at least, good grounds for my opinion.

Before closing my report I must testify to the coolness, prompt obedience, and absence of any approach to panic on the part of the officers, and with but few exceptions on that of the crew, many of whom were at sea for the first time, and (it must be admitted) under circumstances that were well calculated to appal the boldest heart. I would beg leave to call the attention of the admiral and of the department to the particular good conduct of Lieutenant Greene and Acting Master L. N. Stodder, who remained with me until the last, and by their example and bearing did much towards inspiring confidence and obedience on the part of others. I must also mention favorably Acting Master's Mate Peter Williams, and Richard Anjier, quartermaster, who both showed on that occasion the highest qualities of men and seamen. The latter remained at his post, at the wheel, when the vessel was sinking, and when told by me to get into the boat, replied, "No, sir, not till you go."

The officers and crew have lost everything but the clothes they wore at the time they were rescued.

There were no serious injuries received, with the exception of Acting Assistant Surgeon G. M. Weeks, who jammed his hand so badly as to require a partial amputation of several of his fingers.

Every attention and kindness has been shown to us by Captain Trenchard and his officers, to whom we all feel deeply grateful.

Very respectfully, your obedient servant,

J. P. BANKHEAD, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

List of the missing officers and crew of the United States steamer Monitor lost December 31, 1862.

Norman Atwater, acting ensign, George Frederickson, acting ensign, R. W. Hands 3d assistant engineer, George H. Lewis, 3d assistant engineer, John Stocking boatswain's mate, James Fenwick, quarter gunner, William Bryan, yeoman, Daniel Moore, officers' steward, Robert Howard, officers' cook, William Allen, landsman, William Eagan, landsman, Jacob Mickles, ordinary seaman, Robert Cook, 1st cabin boy, Thomas Joice, 1st C. fireman, Robert Williams, 1st C. fireman, George Littlefield, coal-heaver.

J. P. BANKHEAD, *Commander.*

W. F. KEELER,
Acting Assistant Paymaster.

Report of Joseph Watters, second assistant engineer.

UNITED STATES STEAMER, RHODE ISLAND,
At Sea, January 1, 1863.

SIR: The following is a report of the condition of the engines and pumps connected with the engineer's department of the United States iron-clad Monitor on the night of the 30th December, 1862. Between the hours of 8 and 9 p. m. of that evening I received orders from Captain Bankhead to examine and have ready for use all pumps connected with the engineer's department, an order which I promptly obeyed.

I immediately went to the engine room, and found the bilge pump connected with the main engine in good condition and working well, as it had been during the day. I had the discharge-pipe of the centrifugal pump connected to its proper place, and all ready for use, and before leaving the engine room I gave orders to Mr. Hands, the engineer then on duty, in case the water should increase to let me know, and at the same time to start the Worthington pump, and use the bilge injection. I then left the engine room, and reported to Captain Bankhead that all pumps were ready for use. In a few minutes I returned to the engine room again, and found the water about one inch deep on the engine room floor. The Worthington pump and bilge injection at that time were both in use. I remained in the engine room, and finding that the water did not decrease, I had the contrifugal pump started. It worked well and constant, but still the water increased. I reported to Captain Bankhead that I would have to reduce the speed of the main engines in order to save steam for the use of the Worthington and centrifugal pumps. The ash-pits at that time were more than half full of water, allowing but very little air to reach the fires. At the same time the blowers, used for producing a current of air to the fires, were throwing a great amount of water. The speed of the main engines was reduced, but still the pressure of steam decreased, and the amount of water in the ship increased, until it reached the fires and gradually extinguished them. The pressure of steam in the boilers at that time was five pounds per square inch, and the main engine stopped; the Worthington and centrifugal pumps still working slowly, but finally stopped.

I reported the circumstances to Captain Bankhead. A few minutes later I received an order to leave the engine room, and proceed to get in the boats. It was then between the hours of 12 p. m. and 1 a. m., and the fires nearly extinguished.

I am, sir, very respectfully yours, &c.,

JOSEPH WATTERS,
Second Assistant Engineer, United States Steamer Monitor.

Commander BANKHEAD,
United States Steamer Monitor.

B.

Report of Commander S. D. Trenchard, commanding United States steamer Rhode Island.

UNITED STATES STEAMER RHODE ISLAND,
Hampton Roads, January 3, 1863.

SIR: I have the honor to report, in conformity with your orders of the 24th ultimo, the Rhode Island proceeded to sea, with the iron-clad steamer Monitor in tow, at 2.30 p. m. of the 29th ultimo, the wind being light from the southward and westward, with a smooth sea.

The weather continued favorable during the night, and the Monitor towed easily; speed ranging between five and six miles per hour.

At 1 p. m. of the 30th made Cape Hatteras light-house, bearing W.SW., fourteen miles distant.

The weather during the day continued the same. At sunset, when seventeen (17) miles SE. of Cape Hatteras, made the steamer State of Georgia, with the Passaic in tow, to the north and eastward of us, the wind being light at the time from southward and westward, with indications of good weather.

Between 8 and 9 p. m. the wind freshened, hauling more to the southward, and attended with rainy and squally weather.

At 9 p. m. the Monitor made signals to stop. We stopped the engines, starting them again soon after. During the interval the Monitor appeared to be lying in the trough of the sea, laboring heavily, the sea making a complete breach over her. The steamer was then brought head to wind and sea, under easy steam, and the Monitor rode much easier, and made better weather.

About two hours afterwards, (11 p. m.,) when about twenty miles S. SW. of Cape Hatteras, Commander Bankhead made signals for assistance, and upon hailing learned the Monitor was in a sinking condition. We lowered our launch and first cutter without delay, and commenced getting the crew on board. While so engaged the Monitor ranged upon our port quarters, staving in the launch, and to prevent a serious collision, by which the Rhode Island would have been badly injured, it was necessary to force the steamer ahead a little.

While under our quarter ropes were thrown on board the Monitor, but so reluctant did the crew appear to leave their vessel that they did not take advantage of this opportunity to save themselves.

The vessels now being separated, a third boat was then lowered to assist the others in getting the crew on board. Acting Master's Mate Brown, the officer in charge of the first cutter, deserves credit for the skillful manner in which he managed his boat, having made two trips to the Monitor and rescuing a number of her men. Encouraged by the success attending them, Mr. Brown started on another trip, and soon after was hailed, and directed to lie on his oars, or drop astern and be towed up, as the Rhode Island would steam from the Monitor as soon as the men could be got on board from the boats alongside, and the boats hoisted up. Mr. Brown, perhaps not understanding the order, proceeded on in the direction of the Monitor, whose red light from her turret was still visible, but by the time the steamer was ready to turn her wheels the light had unfortunately disappeared (1 30 a. m. 31st ultimo.) The steamer proceeded slowly in the direction in which the Monitor bore when last seen, and endeavored to keep her position as near it as possible throughout the night, burning Coston's night signals at intervals.

After daylight, not seeing anything of the missing boat, I decided to cruise between the position she had separated from us and Cape Hatteras and the extremity of its shoals with the hope of falling in with her. This plan was carried out, and the day (31st ultimo) was passed in this way, but I regret to say without success. It is possible, however, that the boat may have been picked up by one of the numerous vessels that were seen off the coast on that day. The boat was buoyant, had a good crew, and was no doubt well managed, and I entertain hope that her daring crew have been saved by some passing vessel.

Acting Ensign Taylor, the officer who had charge of the launch which had rendered good service, speaks in high praise of the gallant conduct of Acting Master's Mate Stevens, who, when the launch was manning, went quietly into the boat, took one of the oars, and, while alongside the Monitor, in striving to save others, was himself washed from the boat, but was rescued by the first cutter. Mr. Taylor also speaks in high terms of David Y. Compton, cockswain of the launch, who, when the boat was stove and rendered unfit for service, row-locks

broken, declared he would not leave the boat, but would go to the Monitor, even if he had to scull the boat.

I enclose herewith a list of the men of the missing boat belonging to the Rhode Island.

I am, respectfully, your obedient servant,

STEPHEN D. TRENCHARD, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
Hampton Roads.

The following is a list of the men missing in the first cutter from the United States steamer Rhode Island:

Acting Master's Mate D. Rodney Brown, in charge; Charles H. Smith and Maurice Wagg, cockswains; Hugh Logan, captain after-guard; Lewis A. Horton, seaman; John Jones, landsman; Luke M. Griswold, ordinary seaman, and George Moore, seaman.

Respectfully submitted.

STEPHEN D. TRENCHARD, *Commander.*

C.

Report of Commander Jas. F. Armstrong, commanding State of Georgia.

UNITED STATES STEAMER STATE OF GEORGIA,
Hampton Roads, Va., January 3, 1863.

SIR: In answer to your inquiries as to the weather on our late passage to Beaufort, I have the honor to state that this ship left this port, with the Passaic in tow, at 2 p. m. on December 29. At 5 p. m. passed Cape Henry light and steered to the southward, wind light from the westward and weather pleasant. On Tuesday morning at 9 a. m. the wind changed to the southward and westward, increasing in force and causing a rough sea. At 5.50 p. m. Cape Hatteras light was seen west-northwest. From meridian to 4 p. m. weather stormy; several vessels seen; the Catawba, with ship conveying troops, and the Rhode Island, towing the Monitor, about five miles distant to the southwest of us. From 8 to midnight heavy squalls of wind and rain. At 10.30 p. m. Passaic made signal to return; changed course to the northeast to pass Hatteras. December 31 commenced with strong breezes and heavy sea, and dark rainy weather. At 3.30 a. m. Passaic made signals "slowly sinking;" prepared boats to render her all assistance. At 5 wind changed to northwest, and the barometer, which had fallen to 29.30, began to rise. At 2 p. m., weather now moderate, Passaic signalled to proceed to Beaufort, North Carolina; changed our course to the southward, passed Cape Hatteras in the first watch, sounding frequently in 11, 13 and 9 fathoms of water. January 1 commenced with stray winds from the northwest and overcast. At 10 a. m. spoke off Cape Lookout shoal the United States steamer Columbia, and learned from her that the Monitor had foundered on Tuesday night, with the loss of men, and that the Rhode Island has lost men in trying to rescue the Monitor's. At 4.30 p. m. anchored off Beaufort; the Passaic received a pilot and proceeded into port. I went in a boat, received a communication from Captain Drayton for you, and heard the news of the loss of the Monitor confirmed by Captain Drayton. I understand sixteen men of the Monitor and twelve from the Rhode Island were lost, as well as two officers, but did not learn whether belonging to the Monitor.

or Rhode Island. Pulled out to my ship, got underweigh at midnight of January 2 and returned to this port, arriving this morning.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
United States flag-steamer Philadelphia.

RESCUE OF THE MISSING BOAT'S CREW OF THE RHODE ISLAND.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Va., Januury 30, 1863.

SIR: I have the honor to enclose a letter from Commander S. D. Trenchard, commanding United States steamer Rhode Island, dated the 10th instant, from Beaufort, North Carolina, enclosing a statement derived from Acting Master's Mate D. R. Brown, regarding his experience with seven men in the Rhode Island's boat, which, in the final effort to save the last of the Monitor's crew, was lost at sea December 30, and picked up on the morning of the 31st by the schooner A. Colby, Master H. D. Harriman, of Bucksport, Maine, bound to Fernandina, with bricks for government use.

In my No. 104, of January 24, I reported to the department the general facts of the case as reported to me by Captain Drayton and Acting Lieutenant Townsend. I would respectfully call the attention of the department to the humane conduct of Captain Harriman, as narrated in the enclosed, and to the injuries his vessel sustained, and to the serious delay he incurred in his efforts to place the officers and boat's crew of the Rhode Island in a place of safety.

When last heard from the A. Colby was at Beaufort, North Carolina, whither she had been towed by the Miami from Hatteras inlet to receive repairs.

I have written to the commanding officer of the storeship there to ascertain officially how the repairs of this vessel were made, at whose and what expense, and what steps, if any, were taken at Beaufort towards securing Master H. D. Harriman from loss.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Commander S. D. Trenchard.

UNITED STATES STEAMER RHODE ISLAND,
Beaufort Harbor, January 10, 1863.

SIR: It gives me great satisfaction to report that Acting Master's Mate D. R. Brown, together with the boat's crew missing from this vessel, have rejoined the Rhode Island.

They reached Beaufort on the 2d instant. I enclose herewith a statement in detail of Mr. Brown's last trip in the first cutter of this vessel.

I would respectfully bring to your consideration the noble conduct of Captain Harriman in rescuing our men, in which service his vessel sustained serious

injury by getting on Diamond shoals, and which I trust may be made good to him.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Hampton Roads, Va.

Statement of Acting Master D. R. Brown.

UNITED STATES SHIP RHODE ISLAND,
Beaufort Harbor, January 10, 1863.

SIR: I have the honor to report Mr. Brown's statement to be in substance as follows:

After having made two trips to the Monitor he started on the third, and upon leaving the Rhode Island he saw the red light burning at the flag-staff of the Monitor, and apparently about one mile distant. As the wind and sea were against him he made but little progress, yet he continued gaining until within a quarter of a mile of the Monitor, when the light became extinguished; it appeared to settle gradually in the water as he approached her, and then it disappeared. When he approached what he supposed to be the position of the vessel he could perceive no other trace of her except an eddy, apparently produced by the sinking of the vessel. He remained near that position as long as he deemed prudent, in order to rescue any of the crew that might be on the water, but found none. He then started for the Rhode Island, which then appeared to be two miles distant; the weather being overcast, attended with a light rain; wind hauling to the northward. Soon after he lost sight of the Rhode Island, but afterwards saw the first, second, and third lights she burned; headed for her and finally lost sight of her lights. This is the last he saw of the Rhode Island. He then made a drag of the boat's mast, by which he kept her head to sea, and the crew on the lookout for signals. As no more could be seen he then pulled for the northward and eastward, finding the sea to be too rough to pull directly to the west, hoping to fall in with some of the numerous coasting vessels. He kept the crew pulling all night in order to overcome the great strength of the northeast current; considering that if they did not exert themselves to do so they would be out of the track of all vessels.

At daylight he discovered a steamer some four or five miles distant; soon after making her she stood away from them. He also mentioned seeing a small black boat some distance off, with two or three men in her; seeing her as she rose three times upon the waves, and then disappearing. At this time they were very much taken up with the management of their own boat, the sea being very irregular, and coming from all quarters. After losing sight of the steamer already referred to, Mr. Brown saw a large ship close hauled, the wind being at the time from the northward and westward. We had approached sufficiently near to see the men upon her decks, but she passed without noticing his signals. He then pulled directly in for the land, which he estimated was about forty (40) miles distant. This was about 9.30 a. m. on the 31st ultimo, and about one hour afterwards he made a schooner to leward. He got up the crew's coats for sails, and peaking his oars to assist ran down for her, and at 11 a. m. arrived alongside. The schooner proved to be the A. Colby, Captain H. D. Harriman, of Bucksport, Maine, bound to Fernandina with bricks for government use. Mr. Brown and his crew were received with the greatest degree of kindness and

attention, and taking the boat on board. The captain was requested to land the officer and his men at Beaufort, North Carolina, which he consented to do; and in running in for the coast, with the view of ascertaining more correctly his position, being without observations, struck on the Diamond shoal, off Cape Hatteras, causing the schooner to leak very badly. The same night the vessel anchored under the land near Hatteras Inlet. On the following day, the 1st instant, Mr. Brown went on board the United States steamer Miami, Captain Townsend, reporting to him the situation of himself and crew, who despatched twelve (12) men to aid in assisting the schooner, and the same afternoon they started for Beaufort. At sunset they were overtaken by the Miami, taken in tow, brought into Beaufort, reaching there on the morning of the 2d. Upon arriving there Mr. Brown reported to Captain Drayton, the senior naval officer, requesting that himself and crew might be permitted to remain on board the A. Colby to aid her captain in keeping his vessel afloat until a certain amount of her cargo could be removed, and he be placed in a position to work his vessel with his own crew, remaining there until the 8th, when he went on board the storeship Wm. Badger, Captain Carr, by whom Mr. Brown and his men were treated with every degree of kindness and attention, and, upon the arrival of the Rhode Island, the following day rejoinded his own vessel.

Mr. Brown speaks of Captain Harriman in the following terms:

"I cannot say too much in praise of Captain Harriman, who did all that could be done, and thought nothing of the trouble to which we necessarily put him to by so altering his original voyage; and, although all he possesses was in the schooner, yet he told me when she struck that he would willingly lose all to save any one, and that if he should lose his vessel and cargo he should never regret having taken us on board."

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Hampton Roads, Va.

ACTING REAR-ADMIRAL LEE REPORTS ATTACK ON THE TOWN OF PLYMOUTH, NORTH CAROLINA.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, January 6, 1863.

SIR: I have the honor herewith to transmit a copy of a report, dated December 10, from Lieutenant Commander Flusser, commanding the Commodore Perry, marked A, enclosing a copy of a report marked B, and dated December 10, from Acting Volunteer Lieutenant Behm, commanding the Southfield, regarding an attack by the enemy on the town of Plymouth, North Carolina, early on the morning of the 10th of December, in which the Southfield received a shot through her steam-drum, had three men wounded and one drowned. * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report from Lieutenant Commander C. W. Flusser.

UNITED STATES STEAMER COMMODORE PERRY,
Plymouth, North Carolina, December 10, 1862.

SIR: Last night I left Plymouth, to operate on the Chowan river, leaving the Southfield to protect the port. I anchored at the mouth of the Roanoke river, and at daylight this morning returned to Plymouth, being recalled by the firing of heavy guns in that direction.

Upon reaching Plymouth I found that the enemy, taking advantage of our absence, had made an attack upon the town, fired, and partially destroyed it; the Southfield had been disabled by a shot through the steam-chest, and boats were at work, towing her down the river; we took her in tow and immediately returned with her to the town, but the enemy had retired before our arrival there. The inhabitants are in the greatest consternation and are fearing another attack to-night. As near as I can learn, the enemy's force was about 600, comprising infantry, cavalry, and 4 pieces of artillery.

The casualties on our side are small; several citizens killed and wounded, and four men wounded on the Southfield.

I am, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral S. P. LEE,
Com'g N. A. B. Squadron, U. S. Steamer Philadelphia,
Hampton Roads, Va.

P. S.—I send a copy of Captain Behm's report.

Report from Acting Volunteer Lieutenant C. F. W. Behm.

UNITED STATES STEAMER SOUTHFIELD,
Off Plymouth, North Carolina, December 10, 1862.

SIR: I have the honor to report to you that at 5 a. m. we heard musketry firing on shore; we immediately beat to quarters and trained our guns on the port side, so as to command the Plymouth shore. This shore was all lined with people, flying from the enemy, making it very difficult to fire without hitting our own friends. I ordered the anchor to be hove up so as to have the boat under command; stood up the river, and was opened on by the enemy's howitzers, with canister, shot, &c. This we returned instantly with all the guns we could get to bear, but the fifth or sixth shot of the enemy went through our steam-chest, disabling our engine and filling our gangways and hold so full of hot steam that we could not get at the magazine, and, of course, were unable to fire any more at the enemy.

I ordered the boats to be lowered, to tow the vessel down the stream and around the first bend; we met the Commodore Perry, reported to you the state of affairs, and asked you to take us in tow. This you kindly consented to, and what has been done since you were an eye-witness of. Captain B. Ewer, jr., commanding the post on shore, came on board with some of his men at half-past five, and wanted me to get his men off. I could not do so with the steamer, but offered him my three boats, the other one being disabled by a shot. He did not think this sufficient, and staid on board until you came up the river. I do not mean to attach any blame to him, except that he did not inform me in time of the enemy's attack; and as the shore was lined with people all along, instead of

allowing us to fire up the streets, he prevented us from doing the execution we might have done if he had placed every one behind the custom-house, according to the agreement made with you.

The engineers are at work, patching up the hole made, and I trust they will have finished before night.

I have the honor to report the following casualties: William Armstrong, ordinary seaman, acting quartermaster, shot through the left leg while at the wheel, and badly hurt; amputation most likely necessary.

John W. Smith, landsman, hit with a buckshot in the forehead; not seriously.

James Splarn, landsman, shot through the right leg with a rifle ball.

William Morrow, landsman, jumped overboard when the shot struck the steam-chest, and has not been seen since; probably drowned; certainly missing.

The boat was thoroughly riddled at the forward end, and the enemy's aim was excellent. I am sorry to inform you that one of our nine-inch guns on the port side, marked C. A. & Co., No. 346, 9,130 lbs., has been cracked, having been twice hit with solid shot, 9 or 12 lb. I herewith most respectfully request that you will order a survey on this gun. It has been fired twice since receiving those two shots, but I hardly think it safe for any continued firing.

Some thirty of my men have never been under fire before, I having received them from the Brandywine only a few days before leaving Hampton Roads, and, they behaved very badly; the rest did no discredit to the service, and all the officers behaved excellently.

I am, most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Act'g Vol'teer Lieut., Comm'g U. S. Steamer Southfield.

Captain C. W. FLUSSER,

Senior Officer, Com'g U. S. Steamer Commodore Perry,

Off Plymouth, North Carolina.

P. S.—I have also to mention that we received two shots through our smoke-stack, also that after firing the 100-pounder Parrott gun twice the vent got obstructed, and we were unable to use the gun till after the action, when we cleared the vent with a drill.

EXPEDITION AGAINST GOLDSBOROUGH, NORTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, January 10, 1863.

SIR: I respectfully enclose a copy of the official and satisfactory report (December 30) of Commander Alexander Murray, on the expedition up the Neuse river, which left Newbern on the 12th December, for the purpose of co-operating with Major General Foster in his late movement against Goldsborough, and enclosing a copy of the report of Commander Murray, dated December 16, of Lieutenant Colonel Manchester, commanding the coast-guard, which operated under Commander Murray.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander A. Murray, senior officer.

UNITED STATES SLOOP HETZEL,
Off Newbern, North Carolina, December 30, 1862.

ADMIRAL: The naval movement up the Neuse river, for the purpose of co-operating with the military forces in furthering the views and plans of General J. G. Foster in his advance upon the fortifications at Kinston, and the railroad at or near Goldsborough, consisted at starting of the following vessels, viz:

Name of vessel.	Commanding officer.	No. of men.	Guns.
NAVY BOATS.			
Delaware	A. V. Lieut. A. P. Foster, U. S. N	70	3
Shawsheen	A. V. Lieut. Woodward, U. S. N	30	3
Lockwood	A. Mr. G. W. Graves, U. S. N	30	3
Seymour	A. Mr. F. S. Wells, U. S. N	30	3
ARMY TRANSPORTS.			
Ocean Wave	Major Uliam, marine artillery	50	1
Allison	Gunner E. A. McDonald, U. S. N	24	2
Port Royal	A. Mr. G. B. Thompson, U. S. N	17	2
Wilson	Captain Rogers	15	1
North State	Captain Berry	12	1

The army transports were armed and equipped by officers and men of the navy, and a part of the marine coast-guard under Lieutenant Colonel Manchester.

This flotilla left Newburn on the evening of the 12th instant—the Allison, Port Royal, Ocean Wave, and Wilson, in the advance under Colonel Manchester—with orders to reconnoitre, and in case of an attack or the discovery of batteries to fall back on the heavier vessels. This movement was partially strategic, and was very successful. The attack on the batteries, and the falling back of the lighter boats, the shelling of the woods, and the feint to land a force on the north bank, had the desired effect. None of the vessels were injured seriously. The Allison, with a crew of sailors from the Hetzel under Gunner McDonald, and having Lieutenant Colonel Manchester of the marine artillery on board, received three shots from the fire of the enemy's batteries, wounding four men seriously. One man belonging to the marine artillery was killed on board the Ocean Wave, having exposed himself to the firing from the bank. Several men were slightly wounded. Acting Master Thompson of the Hetzel, temporarily commanding the Port Royal, destroyed the batteries, and brought away the sick and wounded of the army, some four hundred in number. These boats were partially protected from small armed men by means of bales of hay. When, besides the low stage of water, it is considered that we had but forty-eight hours to prepare these light steamers for war purposes, it is a subject of congratulation that we could accomplish so much.

I enclose the report of Lieutenant Colonel Manchester. These operations occupied in all ten days.

I am, very respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—Master's Mate Williams, of the Shawsheen, had his thigh broken by the parting of a hawser while attempting to drag off the Seymour.

CASUALTIES.

Killed.—One marine artilleryman, E. J. Perkins.

Mortally wounded.—James Lloyd, colored boy, of the steamer Ellis, (since dead.)

Severely wounded.—Master's Mate Williams, of the Shawsheen.

Slightly wounded.—Six, names unknown.

A. MURRAY,
Commander and Senior Officer in Sounds of North Carolina.

Report of Lieutenant Colonel H. A. Manchester.

HEADQUARTERS MARINE ARTILLERY,
Newbern, December 16, 1862.

SIR: In accordance with your instructions, on the 12th instant, after waiting until 4 o'clock p. m., at Miller's Landing, and learning that your boats could not reach me for want of water, I proceeded on board the steamer Allison, accompanied by the steamers Ocean Wave, Port Royal, Wilson, and North State, to ascend the Neuse river on a reconnoissance towards Kinston. At dark I anchored in the neighborhood of Lee's Landing, about twenty miles from Newbern by the river, making all disposition for defence in case of attack. At daylight on the 13th got under way, and with much difficulty and labor worked our way up to within two miles of Kinston, meeting with but slight opposition from the guerillas on shore, by whose fire one man (of the crew of the late steamer Ellis) was seriously wounded. About two miles from Kinston, upon a turn in the river, we suddenly found our boats in face of a ten-gun battery, and penned within the river, with a space of about one hundred feet to move the boats. I immediately ordered the Port Royal, Ocean Wave, and Wilson to retire, (the North State not having arrived,) and interposed the Allison between the battery, which had opened fire, and these boats. The boats had to be backed down, as the river would not admit of their being turned, and it occupied some twenty to thirty minutes. We replied to the enemy's fire with our Parrott gun, the first fire being within canister range. Three shells were exploded within the batteries with apparent effect, as the enemy ceased their fire for some after. It was sunset when the firing commenced, and it became dark so soon that I was scarcely able to get the boats under the protection of the trees before we were left to grope in total darkness. The enemy's shell exploded over and around us with but little damage. The Allison received three shots, one taking off the tip of the pilot house, the next passing through the roof and through the smoke-stack, and the third cutting off some fender and light work. Our boats were moored in double line. Hay, beef, bread, &c., being packed along the sides, the guns were put into battery on the decks, and bags of oats spread over the decks. In this position we awaited until morning, in expectation of the appearance of the enemy. Several attempts were made to reconnoitre our position in the early evening, which were promptly defeated by the sentinel fire. A reconnoissance was made on shore, but with little information gained. Soon after taking up our position for the night we heard a heavy firing a few miles to the westward of us, which lasted for half an hour. At daylight in the morning, upon examination, I found the largest boat on the bottom, and that the water had fallen during the night over nineteen inches. I immediately ordered one of the lighter boats to hitch on to the Ocean Wave and drag her off, and then to drop down the river to deeper water.

This was a slow operation, as we had to go stern foremost, and our boat often grounded. The forenoon was consumed in getting five miles. Here we found the North State, and learned of a force being below, about three miles, to dispute our passage down. We winded all our boats but the Ocean Wave, and started on for two miles further, when we succeeded in turning her. The North State was sent forward to find the enemy's position, the others following to shell them out. About a mile from an old dam, where the river was swift, on a turn, we found a party, but they fled after one of their number had been tumbled into the river by a shot. Firing was kept up occasionally by the enemy for five miles, when we came upon a party who fired upon us from a log-house on the river bank; this party stood but one fire and ran, leaving, as we learned, several killed and wounded. Here, from a contraband, we learned that a party of 70 had crossed over that morning to obstruct the river at Oldfield Bank Landing, and that by the addition of others we might expect to meet 140 men there. We proceeded at once to the place, the enemy keeping up an occasional shot at us. There we found them in possession of both sides of the river, and occupying the turn so as to fire into the sterns of our boats. They opened upon the Ocean Wave with a volley, which was returned with interest, and the other boats seeing the enemy's position, from their fire, opened their cannon with grape and canister with such effect that the last boat could find no one to fire upon. The boats after a short delay passed on to Strutsberry, and there meeting with the boat of the navy reported to you. In the last fight one man, Edwin J. Perkins, of marine artillery, was killed, and another of that regiment, and a member of the signal corps, were seriously wounded. Our loss is one killed and three severely wounded, and several slightly wounded. Of the enemy one was shot from the bridge and fell into the river, and two men were blown to pieces on the bank. At the log-house, 30 men are said to have been in it, when two 30-pounder Parrott's, loaded with canister, were fired through it, at a distance of two hundred feet, and at the Oldfield Bank Landing the fire of the Ocean Wave, North State, and Port Royal was direct, and within four hundred feet of the enemy. The Ocean Wave and Allison are somewhat shattered, both by shot and by contact with trees, &c. The North State has lost her rudder, and the other boats are in good order for use.

Respectfully, your obedient servant,

H. A. MANCHESTER,
Lieutenant Colonel, Commanding Marine Artillery.

Commander A. MURRAY.

In the haste of the above report I forgot to mention Acting Master Thompson, of the Hetzel, to whose aid and coolness I was much indebted for the success of this expedition.

H. A. MANCHESTER,
Lieutenant Colonel, Commanding Marine Artillery.

JOINT EXPEDITION UP THE PAMUNKEY RIVER.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Va., January 10, 1863.

SIR: I transmit enclosed a report (January 9,) by Commander F. A. Parker, of a joint expedition up the Pamunkey river, on the 7th and 8th instant, with the navy gunboats Mahaska and Commodore Morris, and the army tug May Queen.

A list of the captures made by the land force is enclosed in Commander Par-

ker's report. A more extensive enterprise was projected, but want of water at the obstructions prevented its full success. As a reconnoissance it is valuable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander F. A. Parker.

UNITED STATES STEAMER MAHASKA,

Off Yorktown, Va., January 9, 1863.

SIR: I have the honor to inform you that, in accordance with the plan approved by you, and submitted by me to Major General Keyes on the 2d instant, I left this place night before last and proceeded to West Point. Here a force of two hundred cavalry, under Major Hall, was disembarked, which proceeded immediately to Indian Town, on the Pamunkey, while a company of infantry held possession of West Point, under cover of the guns of the General Putnam. I then, with this vessel, the Commodore Morris, and a small tug, called the May Queen, entered the Pamunkey. Contrary, however, to my expectation, from my previous understanding with him, my pilot was not willing to run through the "blockade"—a number of sunken vessels so called—off Cumberland before daylight. I therefore came to anchor until half-past three a. m., when I commenced the ascent of the river. At nine o'clock, when off Indian Town, within a mile and a half of the White House by land and five miles by the river, the tug grounded in mid-channel in seven feet water, and remained hard and fast until, by running a line to her from his vessel, Lieutenant Commander Gillis succeeded in hauling her off. I now found that the water in the river was lower, owing to the prevalence of northerly winds, than my pilot had ever known it to be within his experience of fifteen years, and that it would be impossible to cross the bar for some hours. After remaining there about an hour, finding the tide still falling, and that my movements were observed from the shore, while a dense smoke was going up from the White House, which I supposed to be from a signal-fire, I deemed it proper, under my instructions, to retrace my steps. Upon my way down I shelled Cumberland Heights, where I expected to find the sharpshooters of General Wise's brigade, now stationed in that vicinity. I met, however, with no resistance whatever. I also landed a force and destroyed a railroad bridge of the West Point and White House railroad; cut the telegraph wires, cut down the poles, &c. (I would remark here that this road, although in tolerable running order, is not used now, owing to the destruction of the bridge across the Pamunkey at the White House by our army last summer.)

Upon my arrival at West Point I was agreeably surprised to find that what I had supposed to be a signal-fire at the White House was the burning of property there by Major Hall, who arrived at Indian Town just after sunrise, and, finding no force there, or at the White House opposite, except a solitary horseman, who galloped off in the direction of Richmond on his approach, sent six men in a skiff across the river to the White House and burned the property there.

Enclosed I send you a list of the articles captured and destroyed by Major Hall, by which you will perceive that the expedition was a success. Major Hall met with no force of the rebels on his route, and could not hear of any being in that vicinity. He learned that the rebels had an "iron car" on the

Richmond and York River railroad, which was removed from the White House on Monday last.

In my reconnoissance of the Pamunkey I discovered no signs of life, and there is not a gun in position on the river.

——— ———, whom I employ as a spy, (as you know,) informs me that on Wednesday last the rebels commenced throwing up a new defensive work of some kind on the Richmond and Williamsburg road, three miles from the former city.

I have to compliment Lieutenant Commander Gillis, who will hand you this communication, on the skilful handling of his vessel.

Very respectfully, your obedient servant,

FOXHALL A. PARKER, *Commander.*

Acting Rear-Admiral S. P. Lee,
Commanding N. A. B. Squadron, Hampton Roads, Va.

Captured at Indian Town.—8 wagons, loaded with pig-lead, glue, leather, gutta-percha, and ordnance stores; 35 mules, and 15 horses.

Destroyed at the White House.—Signal station, railroad depot, storehouses, 2 cars and water-tanks, a quantity of commissary stores, 1,000 bushels wheat, 4 large casks of whiskey, and a lot of sutler's stores, consisting of soap, salt, candles, &c.; 2 sloops, 2 barges, 4 pontoon boats, a small steamer called the Little Magruder, a large scow, used as a ferry-boat, and 2 hawsers.

Letter of Major General Keyes, commendatory of Commander F. A. Parker.

United States Flag-Ship Minnesota,
Newport News, Virginia, January 16, 1863.

Sir: It gives me pleasure and satisfaction to enclose herewith a copy of a letter of January 14, from Major General E. D. Keyes, commanding at Yorktown, Virginia, commending the enterprise and discretion of Commander Foxhall A. Parker, commanding United States ship Mahaska, and calling attention to the admirable manner in which he has carried on his duties as senior naval officer in that neighborhood.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Headquarters Fourth Army Corps, Office of Com'g General,
Yorktown, Virginia, January 14, 1863.

Sir: In the course of my service here my attention has been necessarily called on many occasions to the manner in which the gunboats on York river co-operate with the land forces. I have particularly noticed the admirable manner in which Captain Foxhall A. Parker has exercised his office of immediate commander of the naval forces in this neighborhood. That officer certainly combines in his character caution and enterprise in a remarkable degree, and I

trust I do not infringe any rule of service when I solicit for him a full measure of your confidence, and such an amount of discretion in the discharge of his duties as will enable him to act in concert with me, as is often necessary at a moment's notice.

I remain, with high respect, your most obedient servant,

E. D. KEYES, *Major General.*

Admiral S. P. LEE,
Commanding N. A. B. Squadron, Hampton Roads, Va.

NAVAL CO-OPERATION WITH THE ARMY NEAR WEST POINT, VIRGINIA.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Virginia, January 16, 1863,

SIR: I respectfully forward herewith a copy of a letter from Commander F. A. Parker, dated the 14th, reporting the results of the naval co-operation with a movement of Major General Keyes, on the 13th, in the neighborhood of West Point, York river.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander F. A. Parker, commanding U. S. S. Mahaska.

UNITED STATES STEAMER MAHASKA,
Off Yorktown, Virginia, January 14, 1863.

SIR: I have the honor to inform you that, at the request of Major General Keyes, I proceeded yesterday morning to West Point, to cover the landing of a body of infantry who were despatched a few miles into the interior in search of cattle. Acting Ensign Black of this vessel accompanied the expedition with a howitzer and thirty seamen. At sunset the party came in, bringing a number of beeves, when I returned to this anchorage.

Very respectfully, your obedient servant,

FOXHALL A. PARKER, *Commander.*

Acting Rear-Admiral S. P. LEE,
Com'g N. A. B. Squadron, Hampton Roads, Virginia.

ACTING REAR-ADMIRAL LEE FORWARDS REPORTS OF EXPEDITION TO CAPTURE WILMINGTON PILOTS.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Virginia, January 19, 1863.

SIR: I have the satisfaction of enclosing a copy of a report (January 8) from Lieutenant W. B. Cushing, regarding the results of an enterprise, conceived and carried out by him under my sanction, to capture Wilmington pilots, and which, though unsuccessful in its immediate object, both at Cape Fear river and

at Little river, where he landed and carried by storm an earthwork, does great credit to the gallantry of this promising young officer.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report from Lieutenant W. B. Cushing.

BEAUFORT, NORTH CAROLINA, *January* 8, 1863.

SIR: I have the honor to report that I failed to capture the Wilmington pilots, because my schooner was three times becalmed inshore at the points where I desired to act.

Having learned, however, that there was a pilot station at "Little river," thirty miles below Fort Caswell, I made sail for that point and reached it on the morning of the 5th. At 8 o'clock at night, I crossed the bar with three cutters and twenty-five men, and proceeded up the river. My object was to look for pilots; and, also, to find some schooners supposed to be inside. About a mile from the mouth the enemy gave us a volley of musketry from a bluff on the left.

I beached the boats at once, formed my men about two hundred yards from the enemy's position, and gave the order, "Forward! double-quick! charge!" Without firing a musket, the men moved forward; and when we got clear of the woods I saw a fort in front and the light of the camp fires. Knowing that the rebels were ignorant of our numbers, I charged with the bayonet and captured their work, going over one side as they escaped over the other. I found the fort an earthwork, surrounded by a ditch about ten feet broad by five deep. Inside was a blockhouse pierced for musketry. No guns were mounted. I learned that it was held by one company of infantry. The enemy left in such haste that their stores, clothing, ammunition, and a portion of their arms were captured. I destroyed all that I could not bring away.

I went a short distance further up the river; had another skirmish; did not see the schooners; got out of ammunition, and returned with the loss of but one man shot in the leg. In conclusion, I beg leave to state that officers and men behaved nobly. Acting Master's Mates Valentine and Hicks were with me. Acting Master Savage, commanding mortar schooner Matthew Vasser, furnished me with two boats and a portion of the men.

I am, sir, very respectfully, your obedient servant,

WM. B. CUSHING,
Lieutenant United States Navy.

Commander A. MURRAY,
Senior Officer commanding in Sounds of North Carolina.

P. S.—The fort was in South Carolina, one mile from the border line.

LOSS OF THE UNITED STATES STEAMER COLUMBIA.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., January 24, 1863.

SIR: I have the honor to enclose herewith a copy of a report by Acting Ensign James S. Williams, late of the United States steamer Columbia, regarding the loss of that vessel off Masonboro' Inlet, on the 14th instant.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign James S. Williams.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Va., January 23, 1863.

SIR: In accordance with your orders, I herewith furnish you a report of the circumstance attending the loss of the United States steamer Columbia on the 14th instant.

At 5.30 p. m. of the 14th, the ship was headed in for the land, with a man at the lead, intending to anchor in 7½ fathoms of water. Weather mild, but hazy. Gradually shoaling our water until 6.30 p. m., when the man in the chains called half-seven, upon which the engine was stopped, and hands at their stations for anchoring, the commander and executive officer being on the bridge, Acting Master Howell on the forecastle, and myself upon the quarter-deck. Almost immediately upon stopping the engine white water was discovered ahead, when, upon throwing the lead, I found we had 2½ fathoms, the man in the chains calling 7½.

Upon seeing white water the bell was struck to back the engine, but before it could be done the ship was in the breakers with but eight feet of water, (she drawing 11 feet aft.)

Every effort was now used to lighten the ship by throwing overboard coal and pig-iron until she swung broadside on the beach, when she began to thump very hard, and roll so as to render it impossible to work to any advantage, and the sea making in fast. At 11.20 p. m. I was ordered to take the gig and (being supplied with signals) to make all haste in reaching one of the vessels off New Inlet, we lying, as near as I could judge, off Masonboro', North Carolina, and about half a mile from the beach. The sea being very rough on Wednesday night I made but little headway, and at daylight of the 15th it set in a hard gale from the S.SW., so that I did not arrive at the nearest vessel (the Cambridge) until 4.20 p. m., and reported the case to Captain Parker, who immediately got under way and ran down abreast of the wreck, and anchored until daylight of the 16th, when we found the Penobscot off the wreck, and also that he had succeeded in taking off about thirty persons, besides Master's Mate Morse and five men, who came to her on the 15th in a boat.

On the 16th it blew a heavy gale from the SW., with heavy sea, and wind hauling into NW. in evening. At 8.30 a boat from the wreck came off in charge of Master's Mate Bourne, bringing eight or ten persons and the paymaster's clerk.

Mr. Bourne reported to me that the ship had worked in about four times her length and was thumping very hard, and that the guns had been spiked and

thrown overboard, and the foremast cut away, which eased her greatly. At 9 a. m. of 16th the Cambridge and Penobscot ran in and fired on the shore with their rifled guns until a battery on shore opened on the Columbia, which vessel had a white flag flying. Upon the gunboats stopping their fire the batteries ceased, and the wind and sea being very high, so that a boat could not reach the wreck, and the sea making a breach over. About noon a boat was seen to leave the wreck for the shore, and in a short time after a large number of people were seen on the beach, and it was supposed they had landed. At night the wind moderated, and on the morning of Saturday it was smooth as a pond, and two boats were seen running from the wreck to the shore. At 9 a. m. of the 17th the gunboats ran in and opened their fire on the wreck and shore, which was returned by the batteries on the beach.

The rebels having possession of the vessel, and before leaving her they bent on our ensign by one corner and ran it up. At 10.30 the gunboats hauled off and anchored, and the rebels boarded the wreck again; and at 3 p. m., or about that hour, she was discovered to be on fire; and at 9 p. m. she was nearly burnt out, the fire getting quite dim. At 9.30 p. m. I took passage in the Mount Vernon for Beaufort, and have proceeded on to here with all possible despatch.

There are now missing 12 officers and about 40 men, all of whom, I think, landed on Friday.

I am, respectfully, your obedient servant,

JAS. S. WILLIAMS,
Acting Ensign.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Despatch of Acting Rear-Admiral Lee, transmitting further information concerning the Columbia.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 1, 1863.

SIR: I have the honor to enclose herewith duplicate report (A) of Lieutenant Commander J. E. De Haven, commanding Penobscot, dated January 17, 1863, regarding the loss of the United States steamer Columbia, on the night of January 14, accompanied by a copy of a report (B) by Paymaster's Clerk H. H. Fanning, of that vessel, dated January 17, and a list (C) of officers and crew saved from that vessel.

I also enclose duplicate report, (D,) No. 6, from Commander W. A. Parker, commanding Cambridge, and dated January 17, on the subject; and duplicate report, (E,) No. 7, from the senior officer, and of same date, on the same subject.

My No. 103, of December 24, to the department enclosed a copy of the report of Acting Ensign Williams, late of the Columbia, on her loss.

I have directed that the officers and crew saved from the Columbia be distributed among the vessels off Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

Report of Lieutenant Commander Jos. E. De Haven.

UNITED STATES GUNBOAT PENOBSCOT,
Off New Inlet, N. C., January 17, 1863.

SIR: I have to report that, on the morning of the 14th instant, at about 10 ock, while on my passage from Beaufort to join the fleet off New Inlet, and en about twelve miles distant therefrom, I heard several guns fired inshore, soon afterwards made a vessel apparently aground.

immediately stood in for her, and made her out to be the United States mer Columbia, Acting Volunteer Lieutenant Jos. P. Couthouy, ashore in the akers.

A boat from the Columbia boarded me when about a mile off, from the officer which I learned that the vessel went on shore the evening before, and that guns fired were signals of distress, the vessel being so firmly aground as to der futile all hopes of saving her.

immediately sent back the Columbia's boat to board the ship, and one from s vessel to sound the water. It was not considered safe to board the Colum- as the wind was blowing a heavy gale from the south, and the surf was very vy around the vessel; but the pilot finding good water nearly up to where ship lay, I run this vessel in within a cable's length of the Columbia, and hored in four fathoms water. Mr. Jack, executive officer of this vessel, vol- teered to pick a boat's crew and go in to the relief of the Columbia. I gave the launch, with eleven picked men, who also volunteered, and he went in, soon sent me back word that he could do nothing more than save the crew, ich I ordered him to do as fast as possible. Mr. Jack anchored the launch near as practicable to the Columbia, and went in with the Columbia's boat l his own crew under the bows of the Columbia, where a tremendous surf s running at the time, and took a line from the vessel to the launch, I at the ne time signalling to Captain Couthouy to abandon, if necessary, which signal s not understood by him, he, I presume, having no telegraphic dictionary. means of the line from the steamer's bows to the launch some thirty of the w were hauled through the surf and saved, but night coming on Captain uthouy refused to send any more men that night, and the boats were called ngside, with the exception of the launch, which was left in position for re- nmencing operations in the morning, with the Columbia's boat alongside of for a tender. But about 10 o'clock, the gale still increasing, and the Co- nbia's boat having been swamped, the officer in charge of the launch returned board with that boat.

At 12 the sea ran so high that in order to save my own vessel (I only hav- one anchor) I deemed it prudent to get under way, and gave the order to ave up the anchor and stand off to sea.

At daylight Friday morning we were several miles from the unfortunate amer, but made for her directly. We were at this time joined by the Cam- idge, Commander Parker, senior officer, off New Inlet, and we stood in to- ther for the Columbia, coming to anchor nearly in our old position of the day fore. We had no more than got our anchors down before the enemy opened e on us from the shore with several batteries, every shot going over our deck, nich rendered it necessary for us to change our position, firing, however, with r 20-pounder Parrott, the roughness of the sea preventing us from casting ose our 11-inch Dahlgren. The firing from the shore was still kept up, stly at the Columbia, many of their shots penetrating her, which vessel soon isted a flag of truce, which was not regarded by the enemy.

At about 10 a. m. the Columbia sent a boat through the surf, with two officers and five men, with a letter from Captain Couthouy, informing me that he was ready to blow up his vessel as soon as his crew could be taken off. This communication I sent on board the Cambridge to Captain Parker, but, as the gale was still increasing, it was not considered prudent by him to send in boats, but to lay by the Columbia until the wind moderated, and then to save all we could.

At 12 m. the enemy ceased firing on the Columbia, and boarded her from the shore, the captain of that vessel having surrendered her.

Nothing was saved from the Columbia, with the exception of the chronometer and sextant, which are on board this vessel, subject to the orders of yourself or the Navy Department.

On the morning of this date, the weather having moderated, we again went in company with the Cambridge, both vessels opening at short range upon the Columbia, and driving from her a large number of men, who were probably at work stripping the vessel. A rebel flag was flying over her at the time of the action. Several batteries opened upon us from the shore, many of their shot going over us, but fortunately not hitting us. After firing eleven times with my 11-inch gun I found that the carriage was split, rendering its further use dangerous to the ship's company, on reporting which to Captain Parker he ordered me to join the fleet off New Inlet, and send another vessel to his assistance.

I give you herewith a list of the officers and crew of the Columbia who were saved, and are now on board this vessel, the others, with the exception of one officer and a boat's crew on board the Cambridge, are probably all prisoners.

The gallant manner in which Acting Master Chas. E. Jack conducted himself was highly creditable, and I would most respectfully recommend him to the favorable consideration of the Navy Department, as I would also the men who volunteered to accompany him, the following being a list of their names and rates:

Patrick McMahan, captain fore, acting cockswain; Henry McDonald, master at arms; James Pike, boat's mate; John Welsh, captain after-guard; Henry Scott, cockswain; Thomas Brannon, captain fore; Thomas Gibson, quartermaster; Nicholas Flanigham, seaman; George Eaton, seaman; James Parker, seaman; Charles Galaway, landsman.

I also send you the statement of Paymaster's Clerk Henry H. Fanning, relating to the disaster to the Columbia.

I have the honor to be, sir, most respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

B.

Report of Paymaster's Clerk H. H. Fanning.

UNITED STATES GUNBOAT PENOBSCOT,
January 17, 1863.

SIR: In obedience to your instructions, I herewith submit an account of the loss of the United States steamer Columbia, Joseph P. Couthouy, acting volunteer lieutenant commanding.

On the afternoon of Wednesday, January 14th, we left the Fishing Grounds and proceeded back to our regular anchorage. About 6 o'clock p. m. Mr.

Howell, acting master, in charge of the deck, sent word to the captain, who was in his cabin at dinner, that the man at the lead reported *ten* fathoms of water, but that he thought we were too near inshore, as the two houses here appeared very near. The captain sent back word to let her run until she was in seven and a half fathoms, and not to bring her to anchor before that time.

Immediately after sending said word to the officer of the deck the captain came up from his cabin and stood on the bridge about three minutes, when Mr. Morse, acting master's mate, who was on the forecastle, sang out, "white water ahead." The captain immediately ordered the engines reversed, but before they were reversed the ship struck, and the breakers appeared all around us. After the ship was hard and fast aground the yards were braced around and sails set on the foremast in hopes of getting her bow off; the coal in bags was then thrown overboard, which did not seem to ease her at all. The engines stopped working in about half an hour after she struck in consequence of the sand getting into the boiler.

About 11 o'clock p. m. a boat was sent in search of the fleet, in charge of Acting Ensign Williams and ten men, as we received no response to our signal guns and rockets. At 12 o'clock, the ship continuing to pound and thump very heavy, the foremast was cut away, which eased her very much. At daylight Thursday, January 15th, our small boat, with Acting Ensign Williams, appeared in sight off our starboard bow, about three miles from the ship. At 10 o'clock a. m. a sail appeared in sight. We immediately commenced firing signal guns, when it bore down to us, and proved to be the United States gunboat Penobscot. We sent a boat out to her in charge of Acting Master's Mate Morse, when she came to anchor very near us, right on the edge of the breakers. At 3 o'clock p. m. the Penobscot's boat came under our boat and took a line out to her launch at anchor between us and the Penobscot. We then commenced to send the crew, one by one, out to the launch on a life-line; up to dark we sent thirty-two men. During Thursday night the wind increased to a gale, and the sea made a clear breach over the ship, and she pounded and thumped fearfully. About midnight the first lieutenant, Acting Master Balch, sent word forward to the men to look out for themselves, as the ship was going to pieces. The men all came aft to the quarter-deck, and some of them lashed themselves to the rigging of the mainmast, and some to the stanchions. During the forepart of the night the Penobscot made signals to us which we did not understand. At daylight the Penobscot again stood inshore, having put further out to sea during the night. At 7 o'clock a. m. Friday, January 16th, the rebels fired on us from a battery on shore on our starboard quarter, the first shot passing over us within one foot of our smoke-stack. On their continuing to fire on us the captain ordered the white flag run up, when they ceased firing. As soon as the Penobscot had got well in towards us, the captain ordered the American ensign hoisted, union down, and let the white flag still fly; upon which the rebels reopened fire on us from two batteries on shore, just astern of us, the shell bursting very near us. The quarter-boat was then lowered, and Acting Master's Mate Bourne and seven men, together with myself, put out to the Penobscot with a despatch for the captain, and also carried out the ship's chronometer and sextant. Upon the captain ordering away the quarter-boat the paymaster asked permission to go in her, but was refused, as the captain said both the paymaster and his clerk could not go. I being sick at the time, the paymaster allowed me to go in his stead. Up to the time I left the ship she had not made any water, or injured herself in any way, except the machinery, which was badly broken. As soon as the rebels commenced firing on us the captain ordered our six twenty-four-pound howitzer to be spiked with rat-tail file and thrown overboard, which was done. The thirty-pound rifle gun on our forecastle still remained on board, though, I believe, spiked. From the time the ship first

struck the captain seemed to loose all self-possession, and left everything to his first lieutenant, Acting Master Balch.

In conclusion, I would state that it was the general topic of conversation amongst the officers and men aboard the steamer Columbia how nobly and daringly the Penobscot came to our assistance during our imminent peril, and had it not been for her not a man on board would have been saved.

Very respectfully, your obedient servant,

HENRY H. FANNING,

Paymaster's Clerk on board the United States Steamer Columbia.

Lieutenant Commander J. E. De Haven,

Commanding United States Gunboat Penobscot.

List of officers and men saved from the Columbia, and now on board the Penobscot.

Name.	Rate.	Name.	Rate.
Esrom Morse	Master's mate	Andrew Houghton	Landsman
E. S. Bourne	do	Alonzo Mahan	do
H. H. Fanning	Paym's clerk	Jas. W. Mead	do
John Rice	Quartermaster	William Hans	do
Henry Maye	do	Jno. Cain	do
John Savage, jr	Quarter gunner	Patrick Kelly	do
Francis Williams	Seaman	George N. Thompson	do
R. J. Henderson	do	Jno. Beard	Coal heaver
John Green	do	Winlow Myers	do
Daniel Laughlin	Ord. seaman	Chas. Knight	do
John Serley	Seaman	Robt. Kennedy	do
Stephen Edeworth	Ord. seaman	Sylvester Carravel	Officer's cook
John M. Clehlan	do	A. S. Salter	2d class fireman
William Gosser	do	Jno. Welsh	1st class fireman.
Philip Clark	do	Jno. Johnson	Officer's steward.
Fred. S. Davis	do	Jno. Roberts	2d class boy
Thos. Branighan	Landsman	W. B. Shultzer	do
John Kelly	do	Samuel Weller	1st class boy
William O'Conner	do	Jno. W. Gaffney	2d class boy
Jas. McGrath	do	William Stanley	Landsman
Wm. K. Wilson	do	Thos. Divine	do
Michael H. Fox	do	George Wetherber	2d class boy
George Wood	do		

RECAPITULATION.

2 master's mates	6 ordinary seamen	1 officer's cook
1 paymaster's clerk	16 landsmen	1 officer's steward
2 quartermasters	1 1st class fireman	1 1st class boy
1quarter gunner	1 2d class fireman	4 2d class boys
4 seamen	4 coal heavers	Total—45.

D.

Report of Commander William A. Parker.

United States Steamer Cambridge,

Off Masonboro' Inlet, North Carolina, 12 m., January 17, 1863.

Sir: I have to report the loss of the United States steamer Columbia, Lieutenant Volunteer Commanding James P. Couthouy. She ran ashore on the night of the 14th instant at this station. A boat was sent for our assistance,

and only reached us after a hard pull through a rough sea of eighteen hours, distance some twenty miles. Upon our arrival I perceived the Penobscot at hand. She had just returned from Beaufort to this (her) station, having been relieved by the Columbia for the purpose of coaling. Lieutenant Commander De Haven had succeeded in rescuing some thirty of her men. We have one ensign and five men belonging to the lost vessel. We returned the fire of the shore batteries, which were opening upon the stranded ship, but the surf was so high and the breakers so heavy I did not deem it safe to send boats to her; the risk was too great.

The Columbia is hard and fast, surrounded by shore batteries, and, from my observation, now in possession of the rebels.

At 9 a. m. this day I again stood in—the sea having gone down—in company with the Penobscot, and opened fire upon the ship and batteries, and ceased as the 11-inch gun of the Penobscot was disabled by the recoil of her gun.

I shall attempt to burn the Columbia to-night. It is my belief her battery has been thrown overboard. I enclose herewith the report of Lieutenant Commander De Haven.

I am, sir, respectfully, your obedient servant,

WILLIAM A. PARKER, *Commander.*

Acting Rear-Admiral S. P. LEE.
Com'g N. A. B. Squadron, Hampton Roads, Va.

E.

Additional Report of Commander William A. Parker.

UNITED STATES STEAMER CAMBRIDGE,
Off Masonboro' Inlet, North Carolina, 8 p. m., January 17, 1863.

SIR: The enemy have fired the Columbia, or our shells have taken effect. The vessel is now on fire and nearly destroyed.

Commanding Couthouy and about forty men are on shore.

I send by the Mount Vernon, Acting Ensign James S. Williams, of the Columbia, retaining the five men subject to your order.

I have sent the Penobscot to New Inlet to blockade that point, and, consequently, am unable to send Lieutenant Commander De Haven's report at this time, being anxious to communicate this intelligence to you without delay.

About forty of the crew, including some of the steerage officers of the Columbia, are now on board the Penobscot. * * * *

I am, sir, respectfully, your obedient servant,

WILLIAM A. PARKER, *Commander.*

Acting Rear-Admiral S. P. LEE,
Com'g N. A. B. Squadron, Hampton Roads, Va.

Detailed report of Acting Volunteer Lieutenant Joseph P. Couthouy.

13 WEST CEDAR ST., BOSTON,
May 18, 1863.

SIR: It is my painful duty to make report to you of the loss, on the evening of 14th January last, of the United States steamer Columbia, under my command, on the bar off Masonboro' Inlet, North Carolina.

My instructions, as verbally given on the morning of that day by Commander Parker, of the United States steamer Cambridge, senior officer of the blockading squadron off New Inlet, were to remain in the offing till it should be dark enough to prevent the rebels from discovering what was my position for the night, and then to run in anywhere along the coast between four and five miles to the northeastward of Federal Point and Masonboro', anchoring in from seven to eight fathoms, at which depth, while beyond the range of their batteries so far as these were known, I should yet be close enough inshore to prevent any craft seeking to run the blockade, from slipping past unperceived between it and us.

In accordance with these instructions, shortly before sunset, Federal Point then bearing W.SW., distant about twelve miles, I headed the Columbia inshore on a northwesterly course, intending to take a position some three miles from the beach and four or five to the southward of Masonboro'.

The wind was tolerably fresh at the time from the southward, and we found afterward that there was a very strong current setting along shore to the northeastward, by which, before we struck the supposed desirable depth of water, we were swept nearly two leagues to the northward of the point I had selected for an anchorage. Night came on moonless and rather obscure over head, with a mist rising from the water that rendered the coast indistinguishable after dark, but I ran in without any apprehension, relying confidently on the soundings, which shoaled gradually and regularly from fifteen fathoms at 5 p. m. to ten fathoms at a ¼ past 6, when, on a calculation of the course and distance run, and an examination of my charts, I judged myself to be a good five miles from shore. Going on deck I saw for myself that there was a competent leadsman in the chains, directed Acting Ensign James S. Williams, one of the most intelligent and trustworthy of my officers, who was doing duty as sailing master, to stand beside him and watch carefully that the casts were correctly reported, and took the deck, stationing myself on the bridge in company with my executive Acting Master J. W. Balch and master's mate of the watch Esrom Morse. The water continued to shoal gradually and regularly to eight and a half fathoms, when I gave orders to slow her and prepare to bring ship to anchor. On eight fathoms being reported, I directed Mr. Balch to come to anchor; that moment we struck half seven, and on that depth being called gave the order to stop her and come to at once. At that moment Mr. Balch, who was outboard of me on the bridge, looking ahead, turned and said, "there is something, sir, on the starboard bow that looks like white water." I replied, "back her Mr. Balch! back her instantly! sir; though it cannot be that there is any white water within two miles of us, with half seven alongside." The bell was rung immediately, and at the same moment the lookout on the forecastle called, "breakers ahead!" I then sprang from the bridge and shouted down the engine room the order, "back her quick, there is a shoal ahead!" The order was promptly obeyed, but before the action of the propeller could be reversed, the vessel took the ground at 6.25, and in another moment was in the surf, striking heavily, with only eight feet of water under her bows, and nine to ten along the waist and quarter, while her draught was nine feet three inches forward and eleven four aft.

It was my first impression that the disaster was owing to the leadsman having, through a mistake of the marks, called the wrong sounding but on subsequent reflection, in view of their gradual and normal decrease as we came in, and also of the assurances of Mr. Williams, in whose care and vigilance I had every reason to place entire confidence, I became fully satisfied that it was to be attributed to our having unfortunately struck into one of these narrow gullies or swashes frequently found, as I have since been informed, off the barred inlets of our southern coast, which terminate in a *cul de sac*, not seldom carry

their deep water up to the very face of the reef, and of which the following day we could clearly distinguish three or four within a mile of our position.

Every possible exertion was made with steam and canvass, and by lightening her of her coal, to extricate her from her perilous situation, but it was soon too apparent that our utmost endeavors were fruitless.

The injection pipes were quickly choked with sand, the water in the boilers was soon exhausted, and a few minutes before eight Mr. Bennet, the chief engineer, reported that it was impossible to get any more work out of the engine.

Not one of the boats was capable of carrying out an anchor, and had it been otherwise, the attempt to run one out with a crew so utterly green as ours could have had no other result than the loss of every one engaged in it. Our only chance, and that a very doubtful one, of ever getting the Columbia afloat again evidently lay in obtaining assistance from the squadron off New Inlet. Signal guns were fired, rockets sent up, and Coston's night signals burned at intervals for the next two hours, to attract the attention of our consorts, but to no purpose. We had been set, as the event proved, too far to leeward to be heard or seen by any of them. Accordingly I despatched Acting Ensign Williams in the gig, with a picked double crew of ten men, with orders to make the best of his way to the Cambridge, and inform Captain Parker of our disaster.

But owing to the great strength of the northerdly current, and the heavy gale of the next night, he was unable to reach the Cambridge till the morning of the 16th, when it was too late for her to be of any service in getting the ship off, as by that time she had bilged, and the tide was flowing through all her compartments.

Toward midnight the surf increased a good deal, and she struck so heavily that it became necessary to cut away the foremast to ease her. The starboard anchor was let go and chain veered as her head fell off seaward, to check her from paying around so as to present her broadside to the rollers. With daylight on the 15th it became apparent that the position of the vessel was a hopeless one. Her seams were fast opening, she had worked so far on to the bar, and the sand had silted up under her bows and on the seaward side of her so high, that even had she continued tight it would have been next to an impossibility to heave or tow her off, though lightened to a swept hold. She was lying (keeled over about three strakes at high water) near the middle of the seaward or eastern edge of a crescent-shaped chain of breakers that stretched some three-fourths of a mile north-northeast and south-southwest, and made out irregularly to about the same distance from the low sandy beach.

We had obviously no longer anything to hope, beyond our rescue, from the wreck, and being able, before abandoning, to destroy it so effectually as to prevent the rebels deriving any advantage from it.

During the latter part of the forenoon the United States steamer Penobscot, Lieutenant De Haven commanding, made her appearance in the offing, and after our firing several guns to attract her attention, ran in and anchoring as near us as was prudent, promptly proceeded, in compliance with my request, (sent him by Master's Mate E. Morse, who at considerable peril succeeded in getting through the surf with one of our boats,) to send his launch and another boat to our assistance and take the crew off the wreck by means of a surf line. Such, however, was the swell on the edge of the rollers and the conflicting force of the current and undertow, that, spite of the strenuous and unremitting exertions of all in the boats, it was nigh 4 p. m. before they could be got into position to operate. The night setting in dark and stormy, with the surf growing every moment heavier, after having hauled thirty of our men for more than a hundred yards through the rollers in safety to the boats, the signals for the last three or four being made by lanterns, the officers in charge hailed not to send any more, as the risk of the men being drowned in the transit had become too

great. Soon after this the wind increased to a gale from southwest, and the launch which, with our boat for tender, had remained at her moorings in readiness to resume operations in the morning, was compelled to return to the Penobscot. Towards midnight it blew furiously, with torrents of rain, and a great surf tumbling in, and the Penobscot was herself forced for her own safety to get under way and steam to sea. Our situation through this tempestuous night was one of considerable peril, and for several hours it appeared questionable whether morning would find us all still upon the wreck and in life.

The surf broke with great violence on her starboard bow, forcing (spite of both anchors being down with thirty fathoms of chain tending to the SW.) her head gradually round to the eastward, so as to bring her nearly broadside to the rollers, and cause her to stroke with terrific force along the whole line of her length, and gradually settle on her starboard bilge, with her deck facing the sea, that began to break over it in a very menacing fashion. To keep her as much as possible on even keel, all the howitzers were got over and lashed in the port-waist, and everything movable of weight above and below decks trimmed on the same side.

About 2 p. m. a great sea struck her with such force as to part both chains in the hawser, and the danger of her falling over seemed imminent. All hands were mustered aft and a couple fathoms of ratline served out to each man to lash himself with at need, when providentially the wind shifted to NW., and blew with equal violence directly off shore. After which, her head being to SE., she lay much easier. By this time the water in her was up to the berth-deck, and all the lower portion of the magazine was flooded. At daylight on Friday, 16th, there was nothing in sight seaward; but as soon as objects could be distinguishable on shore the rebels opened a sharp and well-directed fire with shell on the wreck, from two batteries, which we afterwards learned had been mounted with guns brought the day previous from Fort Fisher. One of these, a 36-pounder Parrott, was about two miles inland, and directly astern; the other, a Whitworth 20-pounder, was on a knoll near the beach some two and a half miles SW. of us. Half an hour later, two 6-pounder field pieces also opened on us astern with solid shot from behind a sand ridge a short distance back of the beach. These latter all fell short, but the shell from both the others passed directly over the wreck just above our heads, or exploded within a few yards on either side of her. Seeing that a surrender was inevitable under the circumstances, the position and condition of the ship being such as to render guns useless, I ordered the six 24-pounder howitzers to be spiked and thrown overboard with their equipments, the carriages to be first cut to pieces, so as to render them unservicable in case of their drifting on shore, and after the batteries had fired some time a white flag was run up at the peak with our ensign union down below it at half-mast in token of our inability to offer any resistance. The rebels paid no regard to this, but kept up their fire as before; and later in the forenoon the Penobscot making her appearance in the offing standing in for us, I hauled down the white flag and sent a boat off to her in charge of Master's Mate E. L. Bourne, with the chronometer and sextant and a note to Captain De Haven, informing him that we were lying under the direct fire of two rebel batteries which had got our range very accurately; that I had spiked my guns and made every preparation to blow up the vessel on leaving her; that it was then comparatively smooth under our lee, and if his boats were sent in at once they could take us all off with little difficulty; whereas an hour or two later the surf would make so heavily again with the flood tide as to render this impracticable. Our boat got safely through the breakers, though she was several times near being swamped, owing to the inexperience of her crew, and I confidently anticipated that Captain De Haven would immediately send in his boats to our rescue; but before Mr. Bourne could reach the Penobscot, which had by this time anchored a mile or so outside of us, the Cambridge came up, followed by

the Genesee, and after communication with her, the Penobscot hove up and steamed out with the others some two or three miles, when they commenced firing at the batteries at long range. On this the latter redoubled their fire on the Columbia, spite of the ensign flying union down in her main-rigging, which was cut in several places by their shell. By 10 o'clock the surf was tumbling in so heavily again outside of us that no boats could have got through it to our relief had the attempt to send them been made, and regarding it as my duty not to hazard longer, to no purpose, the lives of my remaining officers and men, I gave orders to spike the Parrott, drown the powder in the magazine, and run up a white flag at the peak in token of surrender. The rebels persisted in firing upon us for nearly an hour longer, till I sent Acting Ensign Manter ashore in our only remaining boat, with a flag of truce, to inquire the meaning of their keeping up a fire after our surrender, when they ceased and showed an answering flag of truce, alleging that they had not previously seen our white flag. On the batteries ceasing their fire, the gunboats in the offing ceased theirs also, and soon afterward the Penobscot and Genesee steamed away in the direction of New Inlet.

At 2.30 p. m. our boat returned without Mr. Manter, bringing a verbal message from Colonel Lamb, commanding the Whitworth battery, requiring myself and as many of my officers as the boat could take to come on shore immediately and report at his quarters. Accordingly at 3 p. m. I left the ship, in company with half a dozen of my officers, having previously thrown overboard all the Coston's and other night signals, and destroyed all the United States and squadron signals, books and instructions in my charge, by burning them to ashes in the presence of Acting Master J. W. Balch, A. A. Surgeon P. Treadwell, and A. A. Paymaster T. Q. Hill, as set forth in the certificate to that effect, which will be found appended to this report. On reaching the shore I was met by a mounted field officer, with his staff, who announced himself as Colonel Wilson of the Georgia brigade, station near Masonboro', and senior officer of the post, to whom I formally surrendered the Columbia and myself, with my remaining officers and crew, as prisoners of war.

We were courteously treated by Colonel Wilson, who returned our side-arms, and expressed regret and mortification at the batteries having kept up their fire so long after we showed a white flag.

Night set in before all the officers and crew could be got on shore, and I was taken to a house a short league inland, remaining there until the next afternoon, 17th, when we were all carried to Wilmington. Early on the morning of the 17th the Cambridge and Penobscot again opened fire, the former engaging the batteries at long range as before, the latter running nearer and shelling the wreck, which was struck several times, to the imminent peril of several of our officers and men who were still on board, and narrowly escaped being swamped in escaping to the shore. Several of the shell from the Penobscot also struck the beach and exploded within a few feet of where the rest of our men were drawn up, they being apparently mistaken for rebels by those on board the gunboat. Fortunately, though this treatment at the hands of our friends caused no small surprise and consternation, no one was actually injured.

On arriving at Wilmington the officers, who, with myself, had saved only what we had on, were deprived of their side-arms, which were not afterwards returned; and at 2 p. m. of the 18th we were, without food or fire, though the night was intensely cold, put into a dilapidated car for Goldsboro', where we arrived at 9 o'clock, famished and thoroughly exhausted. From this point the petty officers and crew, twenty-eight in number, were sent forward to Richmond, Virginia, while my officers and I were ordered to the military prison at Salisbury, North Carolina, which we reached on the morning of the 19th. During our stay here we suffered only a nominal imprisonment, having the free range, on parole, of the garrison yard, an enclosure of fifteen acres; were comfortably lodged,

furnished with fuel *ad libitum*. Our rations, though insufficient, and of a very poor quality of bread and bacon mainly, were the same as those served out to their own men. There was no restraint to our purchasing outside; and our treatment throughout by all the officers of the garrison was, I feel bound in justice to say, entirely courteous and considerate. We remained at Salisbury till March 26th, when we left for Richmond, with the understanding we were all exchanged. Owing, however, to some disagreement between the commissioners, we remained (with the exception of Acting Assistant Surgeon P. Treadwell, who was paroled as a non-combatant, and sent home on the 31st,) in close confinement at the Libby prison from the 28th of that month to the 5th of the present, when we were sent north, for exchange, by flag-of-truce boat State of Maine; and reaching Washington, by way of Annapolis, on the evening of the 7th, had the honor to report in person to the department on the following morning.

The names and rank of the officers who were made prisoners with me are as follows:

Acting Master and Executive J. W. Balch.
Acting Master E. A. Howell.
Acting Ensign E. T. Manter.
Acting Assistant Paymaster T. Q. Hill.
Acting Assistant Surgeon Parsmore Treadwell.
Acting First Assistant Engineer George M. Bennet.
Acting Second Assistant Engineer W. W. Shipman.
Acting Second Assistant Engineer Samuel Lemon.
Acting Third Assistant Engineer J. H. Pelton.
Acting Third Assistant Engineer W. H. Crawford.
Acting Master's Mate E. M. Clark.

I cannot close this long report without earnestly commending to the favorable consideration of the department Acting Master J. W. Balch, of whose conduct during the time he was under my command, both on board the Columbia and while a prisoner in the south, it would be difficult to say too much in praise. It fully justified the high terms of appreciation in which he was spoken of by his former commander, Captain J. R. Goldsborough, with whom, prior to joining the Columbia, he served for more than a twelvemonth on the United States steamer Florida. A thorough seaman, a good disciplinarian, intelligent, zealous, and energetic, cool and self-possessed in danger, fertile of expedients in emergencies, and *loyal to the core*, I take leave respectfully to express my conviction that the interest of the service would be advanced by the promotion of Mr. Balch to a command.

Acting Ensign E. T. Manter and Acting Master's Mate E. M. Clark are also entitled to honorable mention for their cool and efficient conduct at the time of our shipwreck, and for their loyal and irreproachable behavior while prisoners and surrounded by the most pernicious influences and examples of an opposite character. They both well deserve, and I am satisfied would fill with advantage to the country, with credit to themselves, a higher than their present grade in the volunteer naval service.

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It affords me pleasure to state that the crew, although most of them were landsmen, totally unaccustomed to the discipline or the dangers of the service, manifested no fear either in the perils of the storm or under the fire of the enemy, but obeyed all orders as promptly as their degree of intelligence permitted, and behaved in a very praiseworthy manner from the moment the vessel struck until that of our separation from them at Goldsboro'.

In conclusion, I respectfully request that the department may be pleased to order, as early as the exigencies of the public service will permit, a court of inquiry to examine into the circumstances connected with the loss of the Columbia, when I trust it will be shown that the disaster was not owing to any

want of vigilance or other neglect of duty on my part, and meanwhile have the honor to subscribe myself, with great respect, your very obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant United States Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION TO HERTFORD, NORTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, February 20, 1863.

SIR: I enclose herewith an interesting report, dated February 4, from that excellent officer Lieutenant Commander Flusser, of the Commodore Perry, regarding recent operations in the Roanoke river, an expedltion to Hertford, the destructton of bridges there, the contraband trade in Albemarle sound, &c.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander C. W. Flusser.

UNITED STATES SHIP COMMODORE PERRY,
Plymouth, N. C., February 4, 1863.

SIR: I ran up to Jamesville on the 29th ultimo to see if the regiment reported to be there were fortifying, Jamesville being one of the best positions on the river from which to annoy gunboats, and rather too near Plymouth to allow the enemy to hold it quietly. We saw some picket stations on the bluff, but none of the enemy. The banks were shelled as we ascended the river. I did not deem it prudent to land. I shall go or send a boat up occasionally to prevent fortifying.

On the 30th ultimo I left Plymouth with fifty soldiers of the 27th Massachusetts, under Captain Sanford, landed the same day at Hertford, with about ninety men, marched eight or ten miles, destroyed two bridges over the Perquimenous river, and returned to Plymouth the same night.

There are now no bridges remaining on the Perquimenous, so that the goods sent from Norfolk to the enemy on the south side of the Chowan (by whom they are conveyed to Richmond) have to be passed over a ford, and the roads leading from that ford can be guarded by the transport Wingfield.

There has been a great deal of contraband traffic in Albemarle sound and its rivers, carried on by small boats, which keep close inshore, and push into a river, creek, or swamp, if seen by a gunboat.

On the 2d instant I left Plymouth and anchored near the mouth of the Yeopim river. Two armed boats were sent in; one going up the river and the other up the creek. We succeeded in capturing three boats; two loaded with salt, and some other articles of small value. Their crews escaped. The boats are stout and good, and might, perhaps, sell for something at Newbern.

The Delaware arrived here on the 2d instant to tow the Valley City to

Hampton Roads. On the same day the 44th Massachusetts regiment, Colonel Lee, also arrived. I requested Colonel Lee to go up in the gunboats, and we would make a joint attack on the battery at Rainbow Bluff. We have force enough to whip them. I detained the Delaware to form one of the expedition; but after taking two days to make up his mind, Colonel Lee decided not to go.

The Delaware leaves to-day.

I have the honor to be, sir, very respectfully, &c., your obedient servant,

C. W. FLUSSER,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
United States Flag-Ship Philadelphia, Hampton Roads.

[Endorsement.]

Thinking it due to Colonel Lee and the Massachusetts regiment, I lost no time in obtaining an interview with the commanding general. I learned that Colonel Lee's instructions forbid his going beyond Jamesville, or, at most, Williamston. The general not thinking he was in sufficient force to make offensive demonstrations, as a large force might be concentrated in their rear from Tarboro'.

Respectfully,

A. MURRAY, *Commander, &c.*

ENGAGEMENT WITH FORT CASWELL.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Virginia, March 9, 1863.

SIR: Captain Sands, on the 23d of February, in the enclosed extract, makes a report regarding the chasing back of a steamer, apparently trying to get out of Cape Fear river on the morning of the 23d, by the Monticello and Dacotah, in which those vessels became engaged with Fort Caswell, which is reported to have fired some forty-eight shot from all her battery, one of which, as per enclosed report of Lieutenant Commander Braine, dated February 23d, mortally wounded Acting Master's Mate Henry Baker, and slightly wounded W. J. Ferguson, second class boy. Mr. Baker died at 9.30 a. m. of the 23d, and was buried at sea on the p. m. of the same day.

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I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain B. F. Sands, Commanding United States steamer Dacotah.

UNITED STATES STEAM-SLOOP DACOTAH,
Off Cape Fear River, North Carolina, February 23, 1863.

SIR: * * * * *

I have also to report that at daylight this morning, seeing a two-masted, single pipe steamer near Fort Caswell, and from her looming so large in the morning atmosphere I supposed she was on this side of the fort. Hailing the

Monticello, which had just come out from her inshore station, I directed him to go in and try his rifle gun on her, and followed in with this ship to endeavor to destroy the steamer. Getting as near as we could safely manage our vessels, we opened on her, our fire being returned from the fort. My shot all fell short of the steamer, which proved to be inside the entrance and further up than I had supposed. Being inside of the range of the Whitworth rifles of the fort, the shot of which went over us, and firing seven shells which did not reach, and the steamer getting off and under steam, I signalled the Monticello to cease firing, and both of us returned to our anchorage. The fort having fired some forty-eight shot from all her battery, mostly at the Dacotah, and mostly falling short. The steamer had apparently been heading out, leading me to suppose that she had grounded on attempting to get out. The Maratanza's picket boat was anchored during the night in seven feet water off the Bug Light, and reports that nothing could have gone in past her without being seen, and they saw nothing tending to confirm our belief that the steamer had grounded in attempting to run out. After anchoring at our day stations, Lieutenant Commander Braine telegraphed to me that a master's mate was mortally wounded. I enclose his report. * * * *

Very respectfully, your obedient servant,

P. F. SANDS,
Captain and Junior Officer.

Acting Rear-Admiral S. P. LEE,
Com'g North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Lieutenant Commander D. L. Braine, commanding United States steamer Monticello.

UNITED STATES STEAMER MONTICELLO,
Off Western Bar, Cape Fear River, N. C., February 23, 1863.

SIR: This morning, obedient to an order from Captain B. F. Sands, I stood in towards Fort Caswell, to fire at a steamer which apparently had endeavored to get out during the night, and grounded on the Rip near the fort. When in four fathoms of water I opened fire on the steamer; the fort responded, and at the fifth or sixth shot Acting Master's Mate Henry Baker was mortally wounded, and this morning at 9.30 a. m. expired, of which it is my painful duty to inform you. William J. Ferguson, second class boy, was also slightly wounded in the back.

The United States steamer Dacotah also joined in the attack, and at 7.40 a. m. she made signal cease firing, which we did, and returned to our anchorage.

This afternoon I stood off shore to ten fathoms of water, and committed the body of Mr. Baker to the deep.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Com'g North Atlantic Blockading Squadron, Hampton Roads, Va.

NAVAL OPERATIONS AND CONFLICT IN PUNGO RIVER, NORTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Va., March 16, 1863.

SIR: Enclosed is a copy of a report by Commander Murray, dated March 5, of operations by the United States steamer Lockwood in Pungo river, and a statement of a conflict between our troops in that vicinity and a party of guerillas, resulting in the death of four (4) of our men and the wounding of sixteen (16), and in the reported loss by the enemy of about thirty (30) killed and a few prisoners; some of the latter, (taken with arms in their hands,) and most of the former, having passes and protections signed by Governor Stanly.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Alexander Murray.

UNITED STATES STEAMER HETZEL,
Newbern, N. C., March 5, 1863.

SIR: The Lockwood returned from the Pungo river this morning. She destroyed a bridge which the enemy had built to facilitate the removal of the products from that section into the interior.

She brought in a few stores, two cases of tobacco, and a quantity of bacon; also a small schooner and a few arms.

The troops had a conflict with the guerillas in the swamp, resulting in the death of four of our men and the wounding of sixteen. The enemy lost about thirty killed and a few prisoners; most of the killed of the enemy, and some of the prisoners (taken in arms,) had passes and protections signed by Governor Stanly. One in particular, taken in woman's clothes, had a "pass" protection and also a commission from Jefferson Davis. He is to be tried for his life.

General Foster has concluded to hurry off a second expedition to the same place, and the Ceres, which I understand is rescued, will, if possible, be hastily equipped and sent to join the Lockwood.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

REBEL ATTACK ON FORT ANDERSON.—ENGAGEMENT NEAR NEWBERN, NORTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,
Newport News, Va., March 19, 1863.

SIR: Commander Murray reports that on the night of the 13th the enemy made a slight attack on Fort Anderson, (on the left bank of the Neuse,) on the gunboat Hunchback and a small armed schooner, in which attack the Hunch-

back was struck twice and the schooner once, without any material damage to the Hunchback, although the schooner was with difficulty kept afloat.

The attack was almost a surprise. No other result is reported than that the enemy retreated, and two light-draught vessels were sent up the river to harass them, &c.

I have the honor to be, sir, very respectfully, yours,

S P. LEE,

Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional report of Acting Rear-Admiral Lee.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., March 24, 1863.

SIR: In my No. 306 I spoke of the attack on Fort Anderson as being a slight one, as I inferred from the tenor of Commander Murray's report of the 14th and 15th instant, (a copy of which is enclosed, marked A.)

The public papers represent that Fort Anderson, opposite Newbern, was an unfinished earthwork, without any cannon mounted, and held by a regiment of volunteers, whose casualties on this occasion were one killed and two wounded; that the rebel attack was by bombardment, and that no assault was made, although one was threatened.

A subsequent report of Commander Murray, dated March 17, received 23d, accompanied by a list of ammunition expended, (copies of both of which are herewith enclosed, marked B,) states that the fire of the Hetzel, Commander Davenport, was very accurate, and that "after three discharges from her 9-inch gun the enemy's battery was silenced," and that "one of the Hetzel's shells dismounted and broke a rifle Parrott gun, and killed and wounded a number of the enemy." Commander Murray thinks that one of the 9-inch shells from the Hetzel was probably one of the most destructive projectiles thrown during this war from either side."

From these last reports (B) it appears that the firing of the Hetzel, Hunchback, Shawsheen, and Ceres, (particularly that of the Hetzel,) was considerable and effective, protecting Fort Anderson, and repulsing the enemy. But for the gunboats, under Commander Murray, no doubt a serious assault would have been made on the fort.

Two hundred and fifty-seven projectiles were expended, of which fifty-four were 9-inch shells, fired from the Hetzel, and one hundred and twelve 9-inch shells from the Hunchback.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander A. Murray.

UNITED STATES STEAMER HETZEL,
Newbern, N. C., March 14, 1863.

SIR: We were attacked last night and this morning by the enemy in force. Last night it was picket fighting. This morning, at early daylight, the enemy

unmasked batteries on our right, attacking the fort (Anderson) on the left of the Neuse, and the gunboat Hunchback and an armed schooner, temporarily improvised to strengthen that position.

Lieutenant Commander McCann replied with a well-directed fire, the schooner aiding.

There was then an interval of about an hour, for the purpose of considering a demand the rebels had made for a surrender of the fort, but evidently to give them time to bring up more pieces—fourteen in all—with which the attack was renewed.

The Hunchback was struck twice, without material damage to the vessel and none to the crew. The schooner was struck once, and is with difficulty kept afloat.

MARCH 15, 1863.

There is no repetition of the attack. General Pettigrew* is said to have been at the head of the rebel forces, consisting of four brigades. They are now represented to be retreating. I have sent two light-draught vessels, (one of them the Lockwood,) at the request of the commanding general, to harass their rear on the Neuse, and, if possible, to cut them off at Street's Ferry, some ten miles up the river.

The enemy are in two detachments. This movement will prevent them uniting within easy striking distance. The firing of the Hunchback and Hetzel was excellent, and the manner in which Lieutenant Commander McCann handled the battery, which the enemy unmasked upon him in the morning, was as gratifying to us, and as creditable to him, as it must have been mortifying and vexatious to the enemy.

In consequence of repairs going on upon the Hetzel and Shawsheen, whose rudder has been unshipped, these vessels had to be towed to their positions with tugs.

The point assailed was unexpected, and the attack almost a surprise.

Respectfully, your obedient servant,

A. MURRAY,
Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—No casualties on board gunboats.

Ammunition expended from the Hetzel and Hunchback, March 14, Newbern.

HETZEL.

9-inch shell	54
32-pound shell	8

HUNCHBACK.

100-pound Parrott shell	9
9-inch 10″ fuze shell	72

*Commanding brigade on left of Neuse river only. (General Hill was in command. News from deserters.)

9-inch 15″ fuze shell	40
8-inch Boorman fuze shell	4
Total from Hetzel and Hunchback	187
From Shawsheen and Ceres, not in action until late, say	70
Total	257

Very respectfully, your obedient servant,

A. MURRAY,
Commander United States Navy.

NEWBERN, N. C., *March* 16, 1863.

Additional report of Commander Murray.

UNITED STATES STEAMER HETZEL,
Newbern, N. C., March 17, 1863.

SIR: Referring to my letter of the 15th instant, reporting the action of the gunboats on the day previous, I feel it due to the Hetzel to call your particular attention to the accuracy of fire delivered from that ship. After three discharges from her 9-inch gun, the enemy's battery was silenced.

In going over the ground occupied by their artillery, it was found that one of the Hetzel's shells dismounted and broke a rifle Parrott gun, and killed and wounded a number. Some were blown to pieces, as fragments of bones, clothes, &c., filled the ground. The army on this side of the river were "lookers on," unable to assist the besieged garrison, and I am gratified that the navy had such an opportunity to protect the army.

Respectfully, your obedient servant,

A. MURRAY,
Commander, Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Com'g North Atlantic Blockading Squadron.

One of the 9-inch shell from the Hetzel was probably one of the most destructive projectiles thrown during this war from either side.

A. M.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 20, 1863.

SIR: I enclose herewith a copy of a letter to Commander Davenport, dated March 15, by Colonel Belknap, commanding first brigade, Wessel's division, at Newbern, N. C., regarding the assistance rendered by the naval force there on the occasion of the attack by the enemy on Fort Anderson, opposite Newbern, on March 14, 1863.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of thanks from Colonel J. C. Belknap to Commander Davenport, senior officer.

HEADQUARTERS FIRST BRIGADE, WESSEL'S DIVISION,
Newbern, N. C., March 15, 1863.

COMMODORE: When, on the 14th of March, 1863, General Pettigrew, with eighteen pieces of artillery and more than three thousand men, made his furious assault upon Fort Anderson, an unfinished earthwork, garrisoned by three hundred men of my command, (the 92d New York volunteers,) the capture or destruction of the brave little band seemed inevitable. But the gunboats under your command—the pride of loyal men, and the terror of traitors—came promptly to the rescue.

Your well-directed fire drove the enemy from the field, covered the landing of the 85th New York, sent to the relief of the garrison, and the repulse of the rebel army was complete.

Allow me, commodore, in the name of the officers and members of my command, to express my admiration of the promptitude and skill displayed by your command on that occasion.

The army is proud of the navy.

I remain your most obedient servant,

J. C. BELKNAP,
Colonel 85th New York Volunteers, commanding First Brigade.

Commander DAVENPORT, *Newbern, N. C.*

Supplementary report of engagement at Newbern, N. C.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, April 2, 1863.

SIR: Enclosed (A) is a copy of a supplementary report from Commander Murray, dated March 20, 1863, regarding the naval engagement of the 14th ultimo, at Newbern, reported to the department in my Nos. 306 and 322, of the 19th and 24th, respectively.

I also forward, enclosed (B,) a copy of the notes of the action by the captain's clerk, sent me by Commander Murray.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

UNITED STATES STEAMER HETZEL,
Newbern, N. C., March 20, 1863.

SIR: In my report of the naval engagement of the 14th instant, I mentioned that it was unexpected, and a surprise.

I regretted afterwards having so written, fearing I might imply carelessness to the army. I am now fully satisfied that nothing but an imperfect system of reconnoissance on the part of the army justified it.

Four days before the attack General Foster requested me to send *all* the light boats to aid the expedition to Hyde county. The enemy supposed all had gone, and made his first attack here. Fortunately the Hunchback and Hetzel were towers of strength, and commanded the Point and its approach, and the Hetzel enfiladed from below. I took the Shawsheen (whose rudder was unshipped) in tow with a tug into close quarters. I neglected, also, to mention the gallant manner in which the revenue schooner Agassiz took up her position at close quarters, and opened fire in time to embarrass their retreat. They left some ammunition, and one gun (30-pound Parrott) bursted, or, as some think, broken by a 9-inch shell from Hetzel.

Respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

B.

At early daylight irregular firing first called our attention to the fact that the fort was attacked, and that a battery of two guns, from a convenient point on the opposite bank, had opened upon the Hunchback and schooner, who were replying at intervals. At a little before six o'clock the firing ceased, when signals from fort informed us that the enemy gave them thirty minutes in which to surrender. At half past six the battery, about two hundred and fifty yards from and to the right of the fort, opened upon it, and those from the shore opened sharply upon the Hunchback—the Hunchback and schooner replying. The Hunchback went aground early in the a. m. The fire from the enemy was now very hot, and lasted for half or three-quarters of an hour, when the Hetzel arrived in tow of a tug, and threw 9-inch shell among them, causing them to withdraw immediately.

At twenty minutes to eight was spoken by General Foster from shore, and directed to continue our fire, as the enemy's infantry were there in force.

At eight minutes past ten Hunchback got off, firing, at this time, from gunboats and our shore batteries being much less frequent and less regular. Occasional firing was heard all the morning from over to the southwest of the town. At ten minutes past eleven the revenue cutter and Shawsheen had got up under battery. The Ceres arrived. Firing had now almost entirely ceased, and at half-past eleven Hetzel, and all regular firing, ceased.

At ten minutes to two the Shawsheen sent out flag of truce, and picked up rebel deserters.

*No movement of the army was made up to 5 p. m. The enemy's rear was pursued by gunboats Lockwood and Alliston ten miles up Neuse river.

* Note by senior officer of navy.

OPERATIONS ON WARE RIVER, VIRGINIA, TO DESTROY CORN DESTINED FOR THE REBEL ARMY.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, April 9, 1863.

SIR: I enclose for the information of the department the duplicate of a report, dated April 2, from Lieutenant Commander Gillis, commanding United

States steamer Commodore Morris, of his operations in the Ware river to destroy corn, referred to in my No. 363, of April 1, to the department, as having been gathered there to be conveyed to the rebels.

In these operations, in which he received necessary assistance from General Keyes, Lieutenant Commander Gillis reports that he destroyed 22,000 or 23,000 bushels of grain intended for the enemy, who made several attempts with their cavalry to recover their property and drive away our forces, but were repulsed in each case, it is supposed with loss.

I have to day by telegraph received a report from Lieutenant Commander Gillis that he had returned from another expedition, bringing several thousand bushels of grain.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander J. M. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Virginia, April 2, 1863.

SIR: I have the honor to lay before you the following report:

In my communication No. 22 I mentioned my intention of making a personal examination as to the reports I had received of a large quantity of corn that was stored on Ware river, and for that purpose got under way on the morning of the 31st ultimo, and proceeded up the stream as far as I could go with my vessel, and near enough to the house of Mr. Patterson Smith to have my boats and men under cover of the guns. I landed and examined the premises of Mr. Smith, and found that the information I had received as to the quantity of corn was far short of the amount actually on hand, for, as near as I could judge by measuring one of the barns, there must have been very near, if not quite, twenty thousand bushels. I questioned Mr. Smith very closely as to whether he had ever done anything to aid the rebel cause, whether he had sold any of his grain or other produce to the rebel authorities; but he denied in the most positive terms that he had ever done anything to help the rebel cause, that he had ever sold any grain, except to his immediate neighbors; and on my questioning him in regard to the sales he had made to his neighbors, he could not tell how much he had sold, or the name of a single one of the neighbors he had sold to, neither how much he had sold it for. I then requested him to show me his accounts, in order that I might be able to have some of the particulars in regard to the sales he had made, but he declined doing so. I then told him that I wished to search the house for fire-arms, when he gave me his "*word of honor*" that he had no arms of any description about the house, and on making search nothing of the kind could be found. But I had received information that there were guns in the house, and told Mr. Smith that he could either produce them or I would take effective measures to find them; he then went to a chimney and brought out a fowling-piece, which he assured me was all he had in his possession. But I was satisfied that he lied to me, as he had already repeatedly done. I then questioned him again as to the sales he had made of grain, and on my telling him that he had sold to a man by the name of Armstead, an agent for the rebel government, he acknowledged that he had done so, but only a small quantity. He said that Armstead wished to purchase his whole crop, and on my asking

him why he did not sell it to him, he said Armstead would not pay him his price. I then asked him if he would take the oath of allegiance, which he refused to do. I then asked him if he would pledge himself not to give aid or comfort to the rebel government, which he also refused to do, and in consideration of all these circumstances, and not wishing to act unadvisedly, I thought it my duty to bring Mr. Smith away and communicate with General Keyes. I, therefore, embarked my men, and with Mr. Smith as prisoner, returned to Yorktown, where I arrived at ten o'clock that evening, and immediately communicated with General Keyes, and informed him of all the circumstances; and his views exactly coinciding with mine as to the necessity of either bringing off or destroying the grain, I determined to return to Ware river on the following morning, the 1st instant; and, on informing General Keyes that a rebel cavalry force was stationed at Gloucester Court-House, and that our operations if we went without a pretty good force would not be likely to remain undisturbed, he immediately placed at my disposal as many men as I needed, cavalry or infantry, whichever I thought would be the best. I took one hundred infantry, and with these, and with the Delaware, which I fortunately met on my way down York river, and directed to accompany me, I yesterday morning returned to the plantation of Mr. Smith and commenced removing a quantity of wheat, of which there was about three thousand bushels, but had not gotten off more than two hundred and fifty bushels before the alarm was given that the cavalry were approaching; the men were immediately formed in line, and we prepared to give them a warm reception as they charged down upon us, and a few well-directed shots caused a wavering in their ranks, and a charge on the part of both soldiers and sailors turned an attack into a retreat, and they fled until out of range of our muskets, when they halted and appeared to be holding a consultation; but just at this moment a shot was fired from the 100-pounder rifle on board this vessel, which struck right in their midst, and they again took to flight and disappeared around a bend of the road. On going down the road some distance I discovered indications of our firing, there being quite a quantity of blood in the road, showing that some of the party had paid dearly for their temerity. I would state that when we were seen approaching the overseer's son was sent off, and I had not the least doubt, when I learned that such was the case, that he had been sent to bring a force sufficient to cut us off, not expecting to meet any more than had landed the day before, and they were doubtless very much surprised on seeing so large a force. They succeeded in capturing two of our pickets in their charge, but had not time to take them off, when they were in their turn charged upon, and the consequence was that we did not lose a man. Knowing that it would take me a long time to remove the grain, and that the enemy would have ample time to bring down a strong force upon us, I determined to destroy it, and therefore set fire to all but one of the buildings, in which there was at least fifteen hundred bushels of corn, that I left for the use of the family and the hands on the plantation. After seeing the fires well under way I embarked my force without further molestation, and started to return, arriving opposite the house of a man by the name of Bird, who is an officer in the rebel army, and who had left his property in charge of an old negro servant. I landed a party, who found that there was a large quantity of corn stored in his barns, and these were also set on fire; and, although the party were on shore but a few moments, they came very near being captured, the cavalry making a dash down upon them under cover of the smoke of the burning barns, but I discovered them in time to throw a shell from one of the howitzers, which exploded in their midst, and they fled without accomplishing their object. I destroyed at this latter place, as near as I could estimate, one thousand bushels of wheat and three thousand bushels of corn, making altogether some twenty-two or twenty-three thousand bushels of grain that the rebels have thus been deprived of. I

was not able to visit the plantation of Mr. Dabney, owing to the fact of his living so far from the bank of the river that I could not keep the men under cover of the guns. I regretted this very much, as I understand that he has a much larger quantity of grain on hand than had either of the others, and is only waiting for an opportunity for shipping it to Richmond. I would state that I received most important aid from Lieutenant Andrews, of the signal corps, as by his assistance I was enabled to direct the aiming of the guns on board this vessel. All my messages were transmitted with the greatest celerity, almost as rapidly as they could have been given orally, and with entire accuracy, and this, too, during the excitement of a sudden attack. I would also state that I feel deeply indebted to Lieutenant Robinson, of the 5th Pennsylvania cavalry, who volunteered to go on the expedition, and to whose intelligence in posting pickets the safety of our whole force was indebted. All the officers, as well as the men whom I had with me, behaved in the most gallant manner, the only trouble being to keep them back. I cannot mention the name of any particular one, where all appeared to be equally ambitious of doing his whole duty, and, therefore, merely give the names of those officers who were present, without particularizing: They were Acting Assistant Surgeon M. H. Henry, Acting Ensign P. B. Low, Acting Master's Mate R. C. J. Pendleton, and Captain's Clerk James E. Alexander. I returned to Yorktown last evening, and debarked the troops I had on board. I have communicated with General Keyes, and he expresses himself as being highly pleased at the success of the expedition; and trusting that it may also meet with your approval.

I remain, sir, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

RECONNOISSANCE IN JAMES RIVER, AND OPERATIONS IN SUFFOLK AND SOUNDS OF NORTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, April 11, 1863.

SIR: Major General Keyes, at present in command of this department, sent me a message last evening that he had satisfactory evidence that the enemy, in large force, was about to attack Suffolk, and that consequently he was obliged to countermand the order he had given, to send a brigade (already embarked) to the relief of Major General Foster, at Washington, North Carolina.

This morning I received from Major General Keyes a communication, a copy of which (A) is enclosed, in reply to which I sent him a message by his aid to the effect that I could not spare from the force in this immediate vicinity the additional gunboats he desired to assist in protection of Yorktown from the attack now threatened by the enemy, and that, to make the reconnoissance he proposed in the James river, to Jamestown island, to ascertain if the enemy had crossed to the Peninsula from the south side, and to relieve the pressure on our lines at Williamsburg, a force of several gunboats, one of which should be an iron-clad, would be required, as the Sangamon, Galena, and Commodore Barney (the only vessels, besides this, at Newport News) are all slow; and, in view of the fact that the enemy has a naval force on the river, they should go together for mutual support.

I propose to start this force at daylight in the morning, to prevent accident by running aground at night.

From the enclosed copy (B) of a report from Commander Davenport, received this morning, and dated April 8, it will be perceived that, at that time, the pressure on Washington and Newbern continued very great, and urgent appeals are made for more force, both by land and water, to enable us to maintain our foothold in North Carolina.

If the object of the enemy, in the movements in front of Suffolk and at Williamsburg, is not merely to prevent the sending of re-enforcements to the sounds of North Carolina, their land and naval forces will doubtless act in co-operation.

I enclose, however, (C,) a copy of a telegraphic despatch received last evening from Brigadier General Viele, respecting the alleged present position of the Richmond.

In view of the present posture of affairs, it is very important that this point should be strengthened, as soon as practicable, by the addition of the Lehigh.

Several swift "double-enders" are also needed here for purpose of reconnoissance, and to afford an efficient movable force to be despatched from point to point as occasion may require.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLS,

Secretary of the Navy, Washington, D. C.

A.

Letter from Major General E. D. Keyes.

HEADQUARTERS DEPARTMENT OF VIRGINIA, SEVENTH ARMY CORPS,

Fort Monroe, April 11, 1863.

ADMIRAL: The enemy attacked Williamsburg early this morning, and by the last accounts were moving with a heavy force upon Fort Magruder, which is a mile and more below the city. They have also a force this side of Fort Magruder, and have burnt the camp of the 5th Pennsylvania cavalry.

It is possible the enemy have crossed troops from the south side of the James river. If so, and to ascertain the fact, I would be glad if you could send a gunboat up as far as Jamestown island. Such a movement would also tend to diminish the pressure on our lines before Williamsburg.

The wires between Yorktown and Williamsburg have been cut.

The enemy were represented as being in large force. The gunboats should, therefore, move up and down between Yorktown and Queen's creek, and I trust you will be able to spare three gunboats to keep in sight of Yorktown.

I remain, very respectfully, your most obedient servant,

E. D. KEYES,

Major General Commanding.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

B.

Letter from Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Newbern, North Carolina, April 8, 1863.

SIR: There is nothing decisive from Washington yet. A large force is being thrown across the river here, with the intention of moving overland to Washington, and it leaves us very weak here. I am entirely opposed to this movement, and have plainly stated my reasons to the commanding general. I have written to Lieutenant Commander McCann, directing him, in case disaster shall meet this force, or it shall become evident that we are defeated at Washington, to send all the gunboats *immediately* here, that he can possibly spare at Washington. We are expecting an attack here at any moment. I shall retain the Delaware here.

From my previous letters you will perceive that the army must be strongly re-enforced, or we shall be *driven out of this State.*

I have the honor to be, respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

P. S.—In one of your letters you refer to the "army gunboats." I think you are misinformed in reference to these. We have nothing of the kind here. One or two of the small transports employed to run about this vicinity have small guns mounted.

All "army armed transports" that may have been here were sent to Port Royal. In great haste, &c.

H. K. D.

C.

Telegram from Brigadier General E. L. Viele.

UNITED STATES MILITARY TELEGRAPH.

Received April 10, 1863. From Norfolk.

To Admiral Lee:

By a letter just captured, written on the Richmond, she is now above Drury's Bluff. They are building obstructions above her, when they will remove those below.

E. L. VIELE,
Brigadier General.

ATTACK UPON SUFFOLK—REPORTS OF ACTING REAR-ADMIRAL S. P. LEE.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, April 12, 1863.

SIR: I informed the department, in my No. 397, of yesterday, that I had received a message from Major General Keyes to the effect that the enemy were

about to attack Suffolk in large force. Last evening I received corroborative despatches from the army, informing me that the enemy was in large force on both sides of Suffolk. This morning, at 3 o'clock, Lieutenant Lamson, whom I had sent in an armed tug up the Nansemond yesterday, returned to this ship, with an urgent message from Major General Peck that the enemy were advancing in an attempt to surround our forces at Suffolk, and to get into their rear by crossing the Nansemond. To prevent this movement, if practicable, I at once despatched the following vessels under command of Lieutenant Lamson, with instructions to occupy the Nansemond between Suffolk, and the bar at the mouth of the Western branch, and render all the assistance in their power to the army, viz :

Mount Washington, river steamer, with a 30-pounder Parrott, and three (3) howitzers, with a detachment from the Minnesota.

Cohasset, tug, with a 20-pounder Parrott and a 24-pounder howitzer.

Alert, tug, with one 12 and one 24-pounder howitzer.

Stepping Stones, light ferry-boat, with a battery of howitzers.

The last-named vessel, under the command of Acting Master Harris, was already in the Nansemond, which is her permanent station. I also detached the Commodore Barney, Lieutenant Cushing, from the reconnoissance I proposed to send at daylight this morning to Jamestown island (see No. 397) and which I was obliged to countermand, and ordered her to occupy the lower Nansemond.

Two army gunboats, the West End and Smith Briggs, are in the Nansemond.

The Wyandotte and Morse are in the stream off Newport navy yard, and I have sent the Juniata to command the railroad drawbridge into the upper part of Newport. I have directed Commander Clitz to use every effort to get the work on his machinery completed at the navy yard.

Up to this hour, 12.30 p. m., I have no further news from the Nansemond, but will inform the department by telegraph if anything of importance occurs there.

Major General Keyes telegraphed to me yesterday that our troops towards Williamsburg had been driven by a large force of rebels down towards the mouth of Queen's creek, and that if a larger force of gunboats was not sent to the York river, even Yorktown itself might fall. At that time the Commodore Morris had come to Hampton roads, by my orders, to be succeeded by the Morse. I at once sent her back with all despatch to the York river, where she and the Crusader now are. This is all the assistance I can render the army in that quarter.

The department will perceive the embarrassment under which I labor in not being able to answer the calls of the army in the sounds, on the Nansemond, James and York rivers, for gunboat support to enable it to hold its scattered positions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, April 15, 1863.

SIR : Yesterday morning the army communication with Suffolk was cut off.

Our little improvised gunboats had severe fighting yesterday in the Nansemond. I have no official report from Lieutenant Lamson, who is slightly wounded in the arm.

I send the report of Lieutenant Cushing, written last evening and received this morning.

The tug Cohasset came out last evening with one or two wounded men. She returned this morning at daylight with the tug Zouave, taking a good supply of ammunition, and some rifle screening for themselves.

The Mount Washington came out this morning in tow of the transport Philadelphia very much cut up, with three (3) dead and eight (8) wounded men. The light-draught tug Alert is still disabled in her rudder.

General Dix calls urgently for gunboat protection in the Nansemond, and General Keyes still urges like aid for his Williamsburg line.

I have done all I can with the means at my disposal.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER COMMODORE BARNEY,

Nansemond River, Virginia, 7.30 p. m., April 14, 1863.

SIR: This morning the vessels from above came down; the Mount Washington disabled. At 11.30 the enemy opened on us with seven pieces of artillery, giving us a cross fire. At once got under way, and went into action, silencing the enemy in an hour. At about 1 p. m. the rebels took up a position within seven hundred yards of the Mount Washington, which was aground, and opened fire on us with both artillery and sharpshooters. I kept close to the disabled steamer, and fought the enemy until high water, when I ordered the Stepping Stones to take the Mount Washington in tow; this was done under a heavy fire. At 5 p. m. I had the satisfaction of silencing the enemy's battery. My loss foots up to three killed and seven wounded. I do not know as yet what the casualties are in the other vessels. I have eight raking shots, but fortunately my engine is not disabled. I can assure you that the Barney and her crew are still in good fighting trim, and we will beat the enemy or sink at our post. I need more ammunition for 9-inch and 6-inch guns. The most of the wounded and the dead I send down to the Minnesota. It is only requisite to look at the Mount Washington to see with what desperate gallantry Lieutenant Lamson fought his vessel. I am now taking in coal, and shall anchor for the night where we have fought all day.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,

Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, April 16, 1863.

SIR: Nothing of importance has occurred at Suffolk to report to day.

Since Lieutenant Lamson fought his way down the upper Nansemond on the 14th, (with two improvised gunboats, weak river crafts,) there have been no gunboats on the upper Nansemond, save one armed army tug at Suffolk.

The upper Nansemond is seven (7) miles long, and difficult to navigate, as it is very crooked and narrow, and has some bad bars. It is, in fact, a mere creek.

Though two nights and nearly two days have elapsed, and nearly two days since our gunboats were driven down, the enemy have not yet crossed. General Dix has just informed me that "our line is intact as yet."

If the enemy is not merely making a feint in this quarter I do not see why he has not attempted to cross the Nansemond, and get into General Peck's rear, which he could have done if he is here in the great force which his deserters report.

The army authorities make frequent, urgent, and embarrassing calls on me for gunboats to assist them in holding weak, detached posts and long weak lines, which they cannot hold, and which the gunboats could not make secure even if I had the number and kind which these extraordinary calls require.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, noon, April 20, 1863.

SIR: Yesterday the joint expedition, conducted by General Getty and Flag-Lieutenant Lamson, easily captured the troublesome battery at West Branch, containing four field pieces and about one hundred men. I am informed that great credit is due to Flag-Lieutenant Lamson for the prominent part he took in planning and conducting this handsome affair. General Getty acted very handsomely throughout, and gallantly held the battery last night, aided by the cross-fire of our vessels.

Yesterday the enemy unmasked a new and heavy battery, situated in the bend of West Branch, near Milnerstown Red Ferry, and commanding the lower Nansemond in the direction of Portsmouth. From this battery, and from the sharp-shooters on the left bank, the Barney was sharply fired on yesterday, without, however, receiving much damage.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE, *Acting Rear-Admiral,*
Commanding North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

2½ P. M.

P. S.—Official reports just received. Flag-Lieutenant Lamson deserves the fullest credit for the success of the expedition which captured West Branch battery so handsomely, taking 5 field pieces and 161 prisoners.

Lieutenant Cushing reports that the new battery is removed; that the enemy is in retreat, and that the army may easily cut off a brigade.

Full reports to-morrow.

S. P. LEE, *Acting Rear-Admiral.*

DETAILED REPORTS OF DEMONSTRATIONS OF THE ENEMY AGAINST SUFFOLK, AND OPERATIONS IN THE UPPER AND LOWER NANSEMOND.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 25, 1863.

SIR: I beg leave to enclose for the information of the department certified copies of the several reports by Lieutenants W. B. Cushing and R. H. Lamson,

respecting our operations in the lower and upper Nansemond during the recent demonstration of the enemy against Suffolk.

The department will perceive, on perusal of these interesting narratives, that these young officers, in the extremely difficult and hazardous positions in which they have been placed, have exhibited remarkable zeal, courage, and discretion, and that the officers and men under their command have faithfully and gallantly supported them.

I would respectfully draw the attention of the department to the conduct of Lieutenant Lamson, in planning and, with the important co-operation of the troops under Brigadier General Getty, effecting the capture of a battery of five guns and about 130 men on Hill's Point, which commanded the communications between the upper and lower Nansemond, and which had severely harrassed (and, in one instance, entirely disabled) the little vessels of our flotilla. One of the guns, a brass 24-pounder field piece, and the sword of the rebel commanding officer, are now on board this ship, subject to the disposition of the department. I trust that Lieutenant Lamson will be permitted to retain the sword as a proper testimonial of his good conduct.

I take great pleasure in enclosing letters of the 20th and 21st and 24th from Brigadier General Getty, expressing his obligations for the assistance given by the gunboats, and his admiration for their disposition by Lieutenant Lamson during the capture and final evacuation of this earthwork.

I hope the department will also especially notice Lieutenant Cushing's gallantry and enterprize in conducting an important armed reconnaissance with ninety men from the gunboats, and a 12-pounder howitzer, three miles into the enemy's country to Chuckatuck village, where a force of cavalry was put to flight, and a safe return to the gunboats effected, after a brief occupation of the town.

The operations in the river have been conducted with the following vessels:

In the upper Nansemond, under the command of Lieutenant R. H. Lamson, the Stepping Stones, Acting Master P. A. Harris; Mt. Washington, Acting Master and Pilot H. H. Haynie; Cœur de Leon, Acting Master Charles H. Brown; Cohasset, Acting Master and Pilot Thomas Evans; Zouave, Acting Master and Pilot Sylvanus Cox; Alert, Acting Master's Mate John Bishop; and two army gunboats, the West End and Smith Briggs.

In the lower Nansemond, under the command of Lieutenant William B. Cushing, the Commodore Barney, Lieutenant W. B. Cushing; Yankee, Acting Master T. P. Ives; Teazer, Acting Ensign Philip Sheriden; Primrose, Acting Master W. T. Street.

Of these, the Yankee, Teazer, Primrose, and Cœur de Leon, are from the Potomac flotilla; the first three proceeded into the Nansemond on the evening of the 16th; the last on the morning of the 17th.

The department will notice with pleasure that the conduct of both officers and men is repeatedly commended in the enclosed reports. Opportunity is given for especially mentioning the good and efficient service rendered by Acting Master T. A. Harris, commanding the Stepping Stones, and his zeal and devotion during all the operations in the river.

Acting Master's Mate James Birtwistle, of the Minnesota, is repeatedly and honorably mentioned as a modest, brave, and efficient officer. I respectfully recommend these officers for promotion for gallant conduct in the face of the enemy.

Acting Ensign Wm. Hunter, of the Commodore Barney, and G. W. Lawrence, of the Stepping Stones, are commended by Lieutenant Cushing; and Acting Master and Pilot H. H. Haynie, and Acting Master's Mate Griffith, of the Mt. Washington, by Lieutenant Lamson; and Acting Ensign William G. Morris, of the Cœur de Leon, by the commanding officer of the vessel.

These names are mentioned in the enclosed hasty but interesting reports, written in the midst of the excitement of active and perilous service.

It will give me pleasure to forward to the department for proper record or reward such individual instances of gallantry and good conduct among the men as their commanding officers may recommend under the 4th and 5th articles of the 10th general order.

I forward herewith the fleet surgeon's reports of casualties in the several engagements in the Nansemond, which are complete up to their dates, and include seven (7) killed and fifteen wounded.

Lieutenant Lamson was slightly wounded.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Reports of Lieutenant W. B. Cushing.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, April 12, 1863.

SIR: I am at anchor just below the obstructions. I have been up to Suffolk and communicated with General Peck and with Lieutenant Lamson.

There are two points in the lower Nansemond where the enemy would be likely to cross. I am now off one; the other is two or three miles below. The rebels have a pontoon train, and can easily bridge the river if not closely watched in the night. I can only guard this position since we cannot run with the Barney after dark.

If, as senior officer, I have command of the vessels now in the river, I will take one from above and station it at the point below me, mentioned by General Peck. If the enemy make a fair attack in front, without attempting to cross the river, am I at liberty to lighten my vessel so as to cross the bar? At high water I can get over in seven feet water, and then there is deep water all the way up.

If it comes to a fight it will be a hard task to remain at anchor within sound of rebel cannon.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, 4.20 *p. m., April* 13, 1863.

SIR: I send a boy who deserted from the rebels day before yesterday. He has been closely questioned by me, and I am far from satisfied with his story. He first said that the confederates took him from Petersburg day before yesterday. After a time he made the time *three weeks.* First said that he ran away five miles from Suffolk. Next that he was at the time only two miles from Petersburg, and finally that he ran away at both places. He once denied that he had been near Suffolk, but evidently *has.* I cross-questioned him strictly, and thus made him contradict himself. He is a smart boy and, I think, *a spy.* He wants to ship, but I don't want him here, for he would desert and go back

to them with information at night. The confederates are trying, without doubt, to surround General Peck. I find that there are about 10,000 men on the left bank of the river, and these are probably the flanking force. The rest of Longstreet's force is on the *right* bank, in rear of Suffolk. I understand that he has some siege pieces and heavy artillery. I *can* and *will* prevent them from crossing below the barricade. Some of the confederate cavalry was in sight this morning, and women and children came down to us for protection. I have seen no point on this river that can be called a good artillery position, and have no doubt but that our light boats can retain command of the Nansemond. General Peck's fortifications are of the strongest description, and he can repulse any force of the enemy. No more vessels are needed. I shall seize all the boats in the river until the enemy advance or retreat. I may be wrong in my opinion of this drummer boy; you can judge better than I.

Very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, Va., 1.15 *p. m.*, *April* 15, 1863.

SIR: The enemy has not seen fit to renew the action of yesterday. I discovered his camp this morning, and shelled it. Infantry and artillery retired without answering our fire, but may open on us at any moment. I have just received a despatch from General Peck. The rebels have not crossed as yet; but he anticipates their intention to try it this afternoon or to-night. Lieutenant Lamson is still here, but will move up the river the moment that the Alert arrives.

The rebels intended, no doubt, to cross at this point yesterday, but being beaten was unable to do so. I am taking the ranges and bearings of the points above, and shall use my 9-inch guns, with long fuses, if requisite. I forgot to mention in my despatch of last night that my 100-pounder Parrott was disabled yesterday; a rifle shell carried away the elevating screw, and about a foot and a half of the muzzle is blown off. One wheel of 12-pound howitzer was shot away, but a spare one made it all right. It may be that the rebels are masking batteries in the edge of the woods, but I will not be driven off in any event. Please excuse the haste in which this is written, as I have much to look out for. General Peck has one army gunboat at Suffolk.

I am sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, West Branch, 2.30 *p. m.*, *April* 16, 1863.

SIR: Lieutenant Lamson went up the river at high water this morning with the Stepping Stones, Cohasset, and West End. I do not think that they encountered any artillery. The earthwork from which we forced the enemy on

the 13th has not been taken possession of again by their battery. I drove them from their rifle pits this morning, but it is not possible to keep them out. I think that they have only left enough men here to make their intention doubtful, and have withdrawn to some other point. The cars were under way this morning and all last night on the Roanoke and Seaboard railroad. I could hear the whistle of the engines and see the smoke of numerous trains. I can only believe from present indications that the enemy is in retreat.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, West Branch, 9 p. m., April 17.

SIR: At high water this morning I started the Alert, Cœur de Leon and Teazer up the river. The Alert passed up safely; but the Teazer and Cœur de Leon grounded. I got the first named of the two off an hour or two ago. The second got off before noon, and was sent up the river this evening. The Teazer has in some way disabled her engine, and I am forced to send her down. I shall order the Yankee up at 9 in the morning, though I think it dangerous to do so, since she cannot be guided by the helm when in the mud. We will lighten her as much as possible, and if she goes ashore under the fire of the battery I will protect her as much as possible. The Primrose cannot go up in any event, but is of the greatest importance below. I have pickets ashore on this bluff in order that I may not be surprised by the enemy, and in order that my officers may not be picked off from the brush. This forenoon two of my men captured the engineer-in-chief on the staff of the rebel Major General French. He came down within three hundred yards of the boats to make a reconnoissance, no doubt intending to locate rifle-pits and batteries. He was accompanied by a citizen, armed, who made his escape. The people living in this vicinity aid the rebels in every way, and do not scruple to fire at our men. If I take one with arms in his hands trying to kill my men, I will not take him prisoner. Please bear in mind that this officer was captured *below* West Branch creek, which fact goes to prove that General French is on duty below my position. In fact, I am aware that he dined, with his staff, in the village of Chuckatuck, some distance below and from the shore. I also received information that a brigade of rebels is located three miles inshore from "Sleepy Hole," and that they are constructing a masked battery there. I have sent the Yankee and Zouave there to-night, and have stationed the Primrose at Bush's Point, another dangerous spot. I remain in my old position with this vessel, within seven hundred yards of the battery and rifle-pits. The confederates have thrown up so much earth fronting me that I can do them very little injury by my fire. Their three guns bear on a point in the channel just *above* the bar, and seem to be *stationary*. I judge so from the fact that they did not fire on the Teazer during the five hours that she lay helpless within five hundred yards of the fort, but they fired on the Alert just as she reached a certain point not fifty yards from the Teazer, and also on the Cœur de Leon this evening when at the *same* point, and when they *passed* this spot the firing ceased, though they would have been for some time within range of an ordinary battery. I am confident that these are pieces that I have disabled by knocking the carriages in pieces, and that they have so placed them that they bear on one point, and have wedged

them in that position. If I could get directly in their front I could break them up in fifteen minutes; but they are behind a high bank of earth and do not bear on me at all

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, West Branch, 10 *p. m., April* 17.

SIR: There is one thing that I neglected to state in my despatch written an hour ago. The expedition that was to capture the rifle-pits failed in consequence of the army men being frightened at nothing. Two hundred men were landed by the Stepping Stones. They remained ashore five minutes, and saw three rebel pickets running away, which so frightened them that they returned without firing a shot. If you can send me two launches, with smooth bore 12-pounder howitzers, or others, I will agree to capture the battery and rifle-pits on the bank ahead and spike the guns; as the cannon are stationary but few men are needed in their works, and I am confident that they can be driven out, killed, or captured, by a close attack with launches in front and flank, and then a sudden land charge, with about fifty men; just after dark would be my time for attack, when the few men in the rifle-pits cannot pick the men off in the launches. It is important that these guns should be spiked, since every steamer going up has to pass the point on which they bear, and some must get disabled. Their position is such that the few rebels there could not get assistance in time to repel a sudden and vigorous attack. If this is not done the artillery will soon be repaired with new wheels or other disabled portions, and thus their force will regain several rifled pieces that cannot now be used in the field. That captured engineer officer, whose name is Rodgers, admits that the cars are running on the railroad. I knew that I could not be mistaken. I learn many of their points in advance of the army, and will try to give you reliable information. I shall take most of the men from the Teazer before sending her down, as I am short handed in consequence of deaths, wounds, and firemen lent to Captain Harris.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE BARNEY,
West Branch, Nansemond River, 8 *a. m., April* 20.

SIR: Another battery, heavier than the first, has been unmasked by the enemy. I engaged it yesterday until I was taken in the flank at close quarters by a sharp fire of musketry across our decks. I drove them from the woods, and again engaged the battery while our forces was in sight taking the fort. My loss was one man mortally wounded, who died last night, and whose body I send to Philadelphia. This vessel was struck but once (in the hull) by shell, though they burst all around at a distance of twenty yards either side.

Unlike their firing of the 14th, their shell now burst with great precision. The pieces in this battery are all rifled, as were those on the captured point on the day we engaged it. One is a 50 or 100-pounder rifled, and the others are from 20s to 12s. It is so masked that I have only their smoke to fire at. I engage it to-day at 12 m., and if I do not get a shot in my exposed magazine, shall hope to silence it before night. I shall extend your congratulations to Lieutenant Lamson, as well as General Getty, to whom *all* the credit is due for yesterday's gallant exploit—the capture of the battery in our front.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, West Branch, 12 *m., April* 20, 1863.

SIR: The second battery withdrew from my front last night. All is now clear at this point, and if the army fortify we can hold the position against any force, the gunboats protecting both flanks. It is my opinion, and the opinion of every army officer with whom I have conversed, that any more boats in the upper Nansemond would be superfluous. It is narrow, and it would be impossible for the enemy to throw pontoons over in the face of the artillery and musketry fire of the land force. It is too small a stream for many boats to manœuvre at once, and about all the good that they could do is to give confidence to the army. Below here, on the contrary, our boats are expected to do the entire work unaided by the land force, and, in order to do it, I must have all the vessels that are here now. The only one that is now here that could go over at the highest tide is the Yankee, a large, clumsy side-wheel boat, that would be far from manageable in the narrow stream above, while she *is* of use here. For these reasons I have declined to send her higher up. Captain Crosby is of my opinion. I think that the enemy is retreating as fast as possible, and that the army could easily cut off at least one brigade of their troops by a dash out on the road.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Newport News, Va.

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UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, West Branch, 1.35 *a. m., April* 21, 1863.

SIR: When I said yesterday that the enemy had withdrawn from our front I intended to convey the idea that the battery that I was going to engage had been abandoned during the night. I might have added that I had every reason to believe that the whole rebel army is in retreat. My opinion coincided with that of General Getty; last night our troops evacuated the fort in my front by order of General Peck. I protested against an act that would close the river, if the enemy were in earnest, but the rebel pickets now hold it. Our land force fortified it strongly in the rear, and left their works for the rebels to use. I do not

see how such a movement can be justified. You are mistaken in believing the captured guns to be the ones used against us on the 14th. They (those used there) were rifled guns, and we have some of their shell now on board. We disabled that battery and it was replaced by this. I confess that when I looked at the works, and saw their great strength, I was astonished that we silenced them on that day. I think that active work is nearly over in this quarter.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING, *Lieutenant Commanding.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
Nansemond River, Virginia, April 22, 1863.

SIR: I have the honor to state, with regard to the boat and boat's crew which I reported yesterday as having been captured, I have regained the boat and ascertained that of the five men in the boat: E. Richchurch, seaman, Minnesota, killed; James Coleman, landsman, Stepping Stones, said to be wounded in shoulder and a prisoner; J. McNielty, ordinary seaman, Minnesota, captured; J. Reed, seaman, Minnesota, captured; F. Hopkins, landsman, Commodore Barney, captured.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master Commanding.

Lieutenant WILLIAM B. CUSHING, U. S. N.,
Senior Officer Nansemond River, Virginia,
Commanding Commodore Barney.

UNITED STATES STEAMER COMMODORE BARNEY,
Sleepy Hole, Nansemond River, 12 a. m., April 23, 1863.

SIR: I have the honor to report that on the 21st I received information from Captain Harris of the Stepping Stones, then anchored at the station, that a boat's crew of five men had been killed or captured by the enemy under the following named circumstances. About 11 a. m. on that day a white handkerchief was waved on the rebel shore by a man dressed in citizen's clothes, and thinking the person to be a Mr. Wilson, and wishing to gain information as to the state of the country, Captain Harris sent in a boat containing five men to bring him off; as soon as the boat reached the beach it was fired upon by persons concealed in the brush; the fire was returned from the boat, and the Stepping Stones opened from her howitzer. Upon learning of this treacherous act I determined to punish it, so that we should not suffer so in future. On the morning of the 22d we moved down from West Branch with the Yankee in company, and anchored near the Stepping Stones. I at once proceeded to organize a boat expedition, and at 1.45 p. m. seven boats left the side of the Barney, two belonging to that vessel, three from the Yankee, and two from the West End, (army boat.) The crews were made up of details from the several vessels present, and numbered about ninety men. We pulled in-boats in line abreast and covered by the fire of the boats, and landed the men and one 12-pounder howitzer. The boat sent in the day before was secured, together with four muskets and the dead body of Richchurch, seaman of Minnesota.

Leaving a party to guard the boats I advanced, throwing out a line of skirmishers in front, and burnt three houses with barns, &c., owned by men who had given active service to the rebel cause, while wearing the dress of private citizens; all the buildings were on the point of land from which the enemy fired on the 21st. As soon as this was done, our force advanced on Chucatuck village, three miles distant, at which point four hundred cavalry were said to be posted. We came upon their pickets about a mile and a half from the town and drove them in, and having secured a mule cart toggled the trail rope of the howitzer to the rear, and went forward at a double quick. My object was, if possible, to recapture our men, and to punish the rebels for their cowardly conduct. Two other squads of their pickets were driven in, and at 4.30 we entered the town. Suddenly a party of cavalry, numbering about 40 men, appeared some two hundred yards in our front, coming down the street at a sabre charge; the howitzer was at once unlimbered and discharged, and my men opened with musketry; at this the mules became frightened and charged directly into the rebel ranks, taking with them the most of our howitzer ammunition; as soon as the gun was again discharged our sailors went forward with a cheer, drove the enemy and repossessed themselves of the cart and ammunition.

The rebels retreated with the loss of two killed and three horses fully equipped captured, also 6 cavalry pistols. We remained masters of the town. Finding that the captured sailors had been taken to the confederate headquarters across Reed's Ferry, I started for the river at 5.15 p. m., and reached the boats safely at 7, having a slight skirmish by the way. I lost one man killed in the cavalry charge, Daniel Conlowe, landsman, who, being slightly in advance, fired right in the face of the advancing force, and was shot in two places. I send his body by the Cœur de Leon, as also the corpse of the man killed on the 21st. This has been a most important reconnoissance, and has, I think, demonstrated that the rebels are not in strong force near Suffolk. I shall communicate the result to General Peck at once. Acting Master's Mate James Birtwistle, of the Minnesota, behaved as usual with the coolest bravery in working the howitzers and certainly deserves promotion, if gallantry and strict attention to duty merit such reward. Acting Ensign William Hunter had charge of the advanced guard, and did his whole duty. Acting Master's Mate G. W. Lawrence, of the Stepping Stones, acted as guide, and may justly claim great credit for his share in the expedition. Master's Mate Aspinwall took charge of the boats, and took all citizens near, prisoners in order that no information of our movements might be taken to the enemy. Acting Master's Mate Bordman, from the Yankee, took charge of the main body under myself, and did his duty. When I entered the town, I had with me about half of the men, as I had to leave a force at the Cross Roads to protect my rear.

I cannot refrain from drawing a contrast between the conduct of the sailors, who behaved mostly nobly, with that of the fifteen soldiers from the West End, whom I was obliged to threaten in order to make them do their duty.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,

Lieutenant and Senior Officer in Nansemond.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Newport News, Virginia.

Congratulatory letter to Lieutenant Cushing.

NAVY DEPARTMENT, *May* 4, 1863.

SIR: Your gallantry and meritorious services during the recent demonstration of the enemy upon the Nansemond, and in co-operating with the army, are entitled to the especial notice and commendation of the department. Your conduct on this occasion adds additional lustre to the character you had already established for valor in the face of the enemy.

The energy and ability displayed by yourself and the officers and men under your command, in the defence of the lower Nansemond, are most creditable, and are appreciated by the department.

The department desires to express to you more especially its admiration of your gallantry and enterprise in conducting an important armed reconnoissance, with a party from the gunboats, some miles into the enemy's country, to the village of Chuckatuck, and putting to flight a body of rebel cavalry and safely returning to your vessel.

Accept my congratulations for yourself and the officers and men that were under your command.

Very respectfully,

GIDEON WELLES.
Secretary of the Navy.

Lieutenant W. B. CUSHING, *United States Navy,*
Com'g United States Steamer Commodore Barney, Old Point Comfort.

Reports of Lieutenant R. H. Lamson.

UNITED STATES STEAMER MOUNT WASHINGTON,
Off Suffolk, Virginia, April 12, 1863—6 *p. m.*

SIR: The Philadelphia has just arrived with your instructions of the 12th instant, which will be most carefully adhered to. She also brings sixteen sheets of boiler-iron for rifle screens.

At the mouth of the Nansemond river this morning I found the Cohassett aground, but did not attempt to tow her off, as she had but little coal on board, and I feared to lose time, and so not be able to get over the bar with either vessel. The Alert arrived this evening, and I have stationed her to flank the Jerrico Creek batteries. The Mount Washington commands the Providence Church road.

A few minutes since General Peck sent me a despatch from Colonel Dutton stating that the rebels were erecting an earthwork on the left bank of the Nansemond river, at Deep creek, and I have sent the Stepping Stones to ascertain. The enemy advanced this morning on the Somerton road, about two thousand strong, and also showed themselves in force on the White Marsh road. By the middle of the afternoon most of them had disappeared in the woods, and General Peck is of the opinion that they are changing their front so as to more completely surround him. There was some light skirmishing. This information is from General Peck.

When the enemy appeared he withdrew all his artillery posted on the river near us, and sent it to the front, leaving the defence of this side, he said, to the boats. The general wished me to express to you, sir, his deep obligations for your prompt assistance, and hoped soon to thank you in person.

I telegraphed to you this evening, and shall communicate often, and everything that transpires. There are no 15-second shells for the 32-pounder on

board, and I respectfully request to have some forwarded if they are not on board the steamer Swan.

I have the honor to be, very respectfully, your obedient servant,

R. H. LAMSON,

Lieutenant Commanding Flotilla off Suffolk, Virginia.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

UNITED STATES MILITARY TELEGRAPH.

[Received April 12, 1863.—From Suffolk 6.45.]

To Acting Rear-Admiral Lee.

The Alert arrived this evening. I have stationed two boats to command the Providence Church road, and one to flank the Jericho Creek batteries. General Peck approves of the disposition. The rebels showed themselves 10,000 strong on the Somerton road, and in strong force on the White Marsh road this morning. General Peck thinks they are changing front to get in our rear, if possible. Send (40) forty fifteen-second shells for 32-pounder. Some light skirmishing.

R. H. LAMSON,

Commanding Flotilla off Suffolk.

UNITED STATES STEAMER MOUNT WASHINGTON,

Off Suffolk, April 13, 1863—4 *p. m.*

SIR: This morning the enemy appeared on the Somerton road, and there were some exchanges of artillery fire. General Peck sent me a despatch saying they were coming down the Providence Church road, and I sent orders to the Alert, just below the point, to fire on that road. About one hour since the enemy showed themselves just coming out of the woods, and I opened fire from this vessel, the Cohasset and Alert. They have retreated into the woods. General Peck sent to ask if I could hold this side against four or five thousand infantry and cavalry. I replied that I thought I could if they had not more than one light battery.

No artillery has yet been seen on this road. The Stepping Stones, Captain Harris, is patrolling with the West End from the Western Branch to this point, with orders to report occasionally. I saw General Peck to-day, and he expressed himself perfectly satisfied with the disposition of the boats, and said they were in the most advantageous position. He requested that I would keep at least two of them abreast the town, unless I discovered the enemy actually crossing or attempting to cross below. The Swan has just come up with ammunition.

* * * * This morning at 2 a. m. two shots were fired across our decks from some bushes on the bank. The watch had their arms in their hands, and returned the fire immediately.

The guns on board the boats are: one 32-pounder, 27 cwt.; one 20-pounder Parrott rifle; four 12-pounder rifled howitzers; five 12-pounder smooth-bore howitzers, (heavy.)

The pilot-house of this vessel is well protected with iron, and rifle screens have been put upon deck. I have visited all the boats to attend to their preparations, and you may depend, sir, upon us to do all that is possible to assist General Peck in any emergency.

The enemy are along the river, and the West End has been fired on with rifles.

I have the honor to be, sir, your obedient servant,

R. H. LAMSON,
Lieutenant Commanding off Suffolk.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER MT. WASHINGTON.
Above Western Branch, Nansemond River,
6.45 *p. m., April* 13, 1863.

SIR: I have the honor to acknowledge the receipt of your order of to-day, and have ordered the Cohasset to report to Lieutenant Cushing in accordance therewith. I have detained the Swan, as I did not think it safe for her to come down. Major General Keyes requested me to bring him down in the Mt. Washington. I shall return to Suffolk immediately with the Stepping Stones, and act as circumstances may render necessary until further orders from you. The Alert twisted her rudder-head this afternoon, but would probably be repaired this evening. On our way down we received quite a sharp musketry fire from the enemy's skirmishers, six or eight balls struck the screens you sent down last evening, directly abreast the window of the pilot-house, no one on board was injured. We kept up a return fire from our rifles, and from the guns with canister and shrapnel. Hoping that my dispositions here may meet with your approval,

I have the honor to be your obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

I send down Benjamin Simmons, who has received a contusion.

R. H. LAMSON,
Lieutenant United States Navy.

UNITED STATES STEAMER STEPPING STONES,
Off Sleepy Hollow, Nansemond, 8 *p. m.,* 15*th,* 1863.

SIR: I was in hopes the Alert would arrive in time to cross the bar at western branch with me at high water this morning, and go up the river again. If we have two boats one can tow the other off if disabled or aground. This afternoon at 4 I got underway to make the attempt, but the wind was so high that we could do nothing with the vessel, she has so much out of water. About 5 p. m. the Barney shelled the point above us; I ran up to dislodge the enemy by taking them in rear. The guns were loaded with canister and primed, and the men kept under cover till we rounded the point, when we saw his reserve of about 100 men behind the bluff, and completely uncovered. They ran and we fired five charges of canister directly into their flank and rear. I saw quite a number fall, and, after we had forged ahead, they ran out of the rifle pits and carried them off.

At this time the Barney made the signal that she needed assistance, and I turned round and went back. She was aground and I towed her off. They had

remained in the rifle pits and poured even a heavier fire into us than when going up. It was the hottest rifle fire we have been under. I kept the men covered as much as possible, and had only three men wounded (one severely, belonging to the Barney.) A sergeant brought down word that their batteries had been silenced at Norfleets, and wanted the West End to come up. I shall go cautiously as soon as possible. In am *perfectly confident* that *no rebels* have crossed. I am patrolling the river to-night with the Zouave and Cohasset.

When the Barney got aground the rebels sent off some men, probably to bring up their artillery. I cannot speak in too high terms of the coolness, courage, and activity of Captain Harris, who handled his vessel under fire better than he does anywhere else.

I will make a detailed report of the action of the 14th as soon as possible.

Very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
7. 30 *a. m.*, 16*th.*

SIR: Your despatch by Dr. Franklin is received, and has my utmost attention. The Barney is shelling the point, and I shall go up in this vessel and see if they have any artillery; if not, I will signal up the Cohasset. I fear she may ground on the bar, though the Captain is confident she will go over. I shall not expose her to unnecessary risk. I am of your opinion, sir, that the rebels will cross above this, if at all, where the river is narrower.

An army officer said yesterday that they considered one of the boats at Suffolk would be worth a brigade of men. They said the army had had scarcely any fighting yet. We are doing *all* we can do, sir, and will continue to make every effort.

Very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
Off the Wood-yard two miles above Western Branch,
9 *a. m., April* 17, 1863.

SIR: In accordance with my intention, expressed to you yesterday, I got under way at 8.30, (high water,) directing the Cohassett to steam up to the bar, but not to cross 'till I ascertained if there was any artillery in the rebel battery, and gave him the signal. I feared he might get aground. The West End came up at that time and Lieutenant Rowe placed himself under my orders. The Commodore Barney shelled the point, and I ran past, receiving a very heavy fire of musketry. Having seen the impossibility of reaching the rebels in their well protected pits when close under the bank, I ordered the guns to be charged with canister, and the men to be kept entirely under cover, using their rifles only from behind the screening. The other vessels received the same orders, and we passed without loss. I hoped to get another flanking fire on their reserve, but it had been moved back into the woods. Finding no artillery I signalled the Cohassett to come up. I found a picket here and sent a despatch to General Peck, asking him if he would prefer me to come to Suffolk or remain here and guard this part of the river, which seemed to me more important. I

also sent out two cavalry men to get information from the officers and pickets along the river. They say that the rebel batteries are all silenced, which I suppose means that they have rolled the guns a little back into the woods. General Peck replied that this was one of the most important points to guard, and he thought I had better remain and act in conjunction with General Getty, who commands this part of the line, and to open communication with General Getty; he said if a gunboat could be spared from here it would "add much to his security" to have one at Suffolk. General Getty said he would like to have a gunboat to go up to draw the fire of the rebel batteries *to show him their position.* I told him if General Peck wished me to go to Suffolk I would go immediately, but that I did not think you would approve of my exposing the boats to artillery *merely* to find their position, and without other object in view. From the charts you sent me yesterday I saw that it would be quite easy to throw a body of soldiers across here to the rebel side and march down in rear of the battery and rifle-pits that have annoyed us so much, and capture them all. I took the chart and rode over to General Getty's headquarters, about two miles distant, explained the position to him and told him I had examined the country to be passed over. He approved of the plan entirely, and directed Colonel Donohue, 10th New Hampshire volunteers, and Major Wheelan, 1st M. R., to act accordingly. He came on board, and I ran down towards the battery. The general said he thought the part of the river near the point ought to be better guarded, but expressed himself perfectly satisfied when, in answer to a preconcerted signal, the Barney burst a nine-inch shell over the spot. At 11 last evening I received on board two hundred men, and anchored in the stream till one o'clock, when I ran up to the point selected and in ten minutes landed them on the opposite side. They were to march across the neck of land between them and the battery, surprise them while I attacked in front close under the battery, and ran up to a landing place at the upper end of it, receive our troops and their prisoners on board before their reserves, several miles distant, could be brought up. After landing the troops marched about *fifty* yards and came back, because they saw four of the enemy's pickets. I received them on board immediately at the point where I landed them, and took them back to their own side again. I feared such would be the case, for the first signal the colonel wished to agree upon was that for retreat to the point of debarkation. General Getty thinks they would have succeeded, and said this morning that he wished he had led the expedition himself. This morning I ran down to engage the batteries while the Alert ran up. They had erected several new earth-works, which had been thrown up during the night, but from my position near the upper end of their works I shelled them completely out of the two entrenchments nearest me. I can get a good flanking fire on them. The Alert received three shots through the pilot-house, killing the pilot, T. J. Hawkins, and wounding Quartermaster John Jones. General Getty sent for me to go down to Calhoun's Point and show him the position of the rebel batteries, and where he could put one that would not be exposed to a flanking fire. We found a position, and he put two twenty-pounder Parrott's in position. He said the gunboats alone had prevented the enemy from crossing, and that he placed his "main confidence in them." I assured him that your orders to assist him in any way possible should be carried out.

I have made arrangements to send our wounded to Suffolk in ambulances, to go from there to the hospital at Norfolk. I have made a requisition on General Getty for fresh bread and meat for my men, and I am having coal and the ammunition on board the Swan hauled down to this point. It is 4½ miles to Suffolk by land and 7 miles by water. I am getting canvas screening around the bow and stern, and have made a requisition for heavy bales for a barricade for the upper deck, which will afford a great deal more protection to the men. General Getty thinks the attempt to cross will be made between here and Suf-

folk, and that the show of force at West Branch is a feint. The river there *is too wide* for a pontoon bridge.

My officers and men are all in good spirits, and determined to give a good account of themselves. I cannot say too much in their praise.

General Getty has kindly offered to supply me with anything I need that he can procure. They keep a very poor lookout along the river. I have shelled the rebels twice from where I am lying, and the army wished to know what I was firing at. My position here is a very safe one, and I have the boats placed so as to throw a cross and raking fire along the only point where the rebels could erect a battery to do us much damage. If the enemy throws a pontoon bridge across I shall attempt to run it down at all hazards. I have concerted a system of signals with the officers ashore, so that I can be informed of any attempted crossing and of the direction. I am most careful, sir, to observe your cautions in regard to keeping my men well covered.

I am, sir, your most obedient servant,

R. H. LAMSON,
Lieutenant United States Navy

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
Off Wood-yard, Nansemond, 9 a. m. April 18, 1863.

SIR: I have the honor to acknowledge the receipt of your despatch of the 17th instant. There are one or two things in it I do not understand, owing, I suppose, to their referring to something Lieutenant Cushing has spoken off.

The Cœur de Lion came up last evening. Her wheel is shot completely away, and the pilot, William, (colored,) killed. She is not otherwise injured, and can be steered perfectly well by the tillers.

I rode out to General Getty's headquarters yesterday, and proposed another attack on the battery that is annoying us so much, and which if not taken will cut off entirely my communications with the fleet below.

I offered to take five hundred men on board this vessel, and land them at the landing place close to the upper end of the batteries and rifle-pits, throwing ashore at the same time four of my howitzers, the other boats to take a raking position, and cover the landing and embarkation. I know the water and the ground there. Their guns do not bear on the landing place, and their force is not *more* than three hundred or four hundred—probably not so much. It could all be done before they could receive any re-enforcements. General Getty approves the plan, and so do his staff officers, but said his men were too tired to do it last night, but that perhaps we would try it to-night. If we can once get them out of the place, the position is such that we can keep them out. The army seem to be lying perfectly at their ease, expecting us to take care of them.

General Getty has just come on board, and says General Peck wishes to see me, at Suffolk, in regard to this attack. General Getty will go up also. I hope they will make it, for I shall not be satisfied unless I take the battery that knocked the Mt. Washington to pieces.

I detained the Cohasset, and telegraphed you for orders. She is very efficient here, and cannot go down without damage.

Hoping to meet your approval in all I may do, I have the honor to be, sir, your most obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES MILITARY TELEGRAPH.

[Received April 18, 1863.—From Suffolk 12 m.]

To Rear-Admiral Lee:

General Getty and myself have conferred with General Peck, who approves the plan I propose for taking the batteries, and we will make the attempt to-night. I am getting short of men. Please send me Mr. Birtwistle and twenty-five of the men I had in the Mt. Washington. Send them up to the Commodore Barney. Land them at the picket station opposite, and let them walk up to the wood-pile. The pickets will guide them. Send them this afternoon. The battery is the key of the river. If we need them, can you send some nine or ten thirty-two (32) pounder or rifled guns, *via* Norfolk, to this point.

LIEUTENANT LAMSON,
United States Navy.

UNITED STATES MILITARY TELEGRAPH.

[Received April 18, 1863.—From Suffolk 7.40 p. m.]

To Admiral S. P. Lee:

The batteries at the point above West Branch are very strong. Alert this morning had the pilot killed and one wounded. Cœur de Lion wheel and pilot-house away; pilot killed. I ran down and engaged the batteries this morning, to assist Alert. I have your order, through Lieutenant Cushing, to send Cohasset down. I shall detain her till I receive further orders, on account of the strength of the batteries and the usefulness of the vessel.

R. H. LAMSON,
Lieutenant United States Navy.

UNITED STATES STEAMER STEPPING STONES,
Off Wood-yard, Nansemond River, Virginia,
8 *a. m. April* 19, 1863.

SIR: The expedition I proposed for last night comprised two columns—one to land up the river, and attempt to get in rear of the battery by the route proposed for the expedition of the night of the 16th instant. When they had thoroughly alarmed the enemy in his rear, I was to run this vessel, with 500 men on board, right under the upper end of the batteries, and land them, with four of my howitzers, worked by my own men, who were to have assistance in dragging them up the bank. The landing place cannot be touched by a single one of their guns, and it is only a few yards into the works. General Peck sent for me to ride up to Suffolk yesterday morning to arrange the affair; and the entire direction of it was given to me. The 8th regiment Connecticut volunteers, under Colonel Ward, were to go up the river in the Cœur de Lion, Captain Brown, and parts of the 13th Indiana volunteers and 89th New York, under Colonels Dobbs and England, were to be embarked on this vessel. I arranged a system of signals with Lieutenant Cushing, so that I could draw his fire and direct it to any point I desired. My other gunboats were to cover the landing in front and take a position in the bend above, where they could pour in an effective fire. The plan was perfectly feasible, and only required promptness

and determination to succeed without much loss. My vessels were all ready, and at the wharf for the troops; the commanders had received their instructions, and the guns ready for landing at the proper time; but *the troops did not arrive till almost two hours after.* I embarked the two hundred on the Cœur de Lion; but it was so late before the others were ready that we could not have reached the battery before broad daylight. I told General Getty that I thought it was too late, but I would proceed if he desired. He said he would say nothing about it; that the expedition was mine. I thought it would not be prudent to attack in broad daylight, and so sent the men ashore to wait till to-night. I have examined the position thoroughly. It is the key to the river, and unless it is taken our boats must run down in the night. They are not putting in any more artillery; but from the bend above I can get an enfilading fire, and have forced them to abandon one of their earthworks and move further down.

I have had officers climb the highest trees commanding a view of it, and have been to every point where the battery can be seen to advantage. If I had two hundred sailors, I am confident it would not have annoyed us so long. I shall make the attempt to-night, unless the army fails the *third* time, and shall guide the column myself.

Since I came here I have not ceased to urge upon General Getty the high importance of taking and occupying this point, for if we once get the enemy out of his pits one hundred men and a couple of boats can keep them out. The general has approved everything I have said, but for some reason his officers have failed to do their part. Ours has been done *exactly* as I told them I would do. We have fought the rebels every day since last Sunday, except to-day, with a heavy loss compared to our force, and the army has lain on their bank or in their earthworks without a man hurt, and have utterly failed to render me the assistance and support they ought to have given.

Your despatch of the 18th came last evening, and shall be strictly obeyed. I am confident I can run the batteries at night without much risk at high water. I am not sure but I ought to do so to-night, instead of trying again to co-operate with the army. General Peck, however, says everything shall be ready to-night, and that I shall have his best men. I think they are not putting more guns in position. I have a picket out on the enemy's shore to watch the battery, and have it so covered by my guns that the enemy cannot get near it without being exposed to a very hot fire. I think my ability to go down the river will be as good to-morrow as to-day, and the army may do something to-night.

I read General Getty your despatch, and he seemed very much alarmed at the idea of the gunboats going down, and said he could not hold the river with his present fortifications without them.

If we take the battery, all is secure. I am most anxious to do so, as well as on account of the advantage of the position as a great desire to send you one of the guns that were used against the Mt. Washington. I will not remain longer than I think it safe. I cannot express to you, sir, my admiration of the conduct of my officers and men. They work day and night, and have not flinched under the heaviest fire.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
Off Hill's Point, Nansemond River, Va., April 20, 1863—9 *a. m.*

SIR: I have the honor to report that the gunboats under my command, in conjunction with 300 men under General Getty, captured the rebel post at this place, and opened our communication with the river below.

At 3 p. m. of yesterday I received on board this vessel portions of the 89th New York volunteers, Lieutenant Colonel England, and the 8th Connecticut volunteers, Colonel Ward. I had canvas screens from the awning ridge ropes to conceal the men and my battery of four (4) 12-pounder boat howitzers ready for landing, manned by my own men, with a detachment of soldiers to assist in hauling them up the bank.

Near six o'clock, at a preconcerted signal from our steam-whistle, a heavy fire was opened upon the rebel batteries from all our gunboats, which had been placed in position previously, and from General Getty's two batteries on Colham's Point opposite, under Captains Morris and Valler. I then steamed slowly down the river as though I intended to run the battery, as I have done several times, until I got nearly abreast of it, when I gave the signal for the gunboats and batteries to cease firing, put the helm hard a starboard and ran into the bank directly under the upper end of the battery, and so close that they could not bring a gun to bear. The screens were triced up, gangway boards launched, and, with a cheer from all the boats and batteries, the 89th New York rushed ashore, followed by my howitzer battery and the 8th Connecticut, which got ashore about the same time by jumping from the after end of the boat. The rebel works consisted of two lines, with an impassable ravine between. We carried the first line at once, but while the 89th New York were running around the head of the ravine, the enemy swung round some of their guns and poured a discharge of grape into our men, which was instantly replied to by canister from my guns, which I had planted on the crest of the ravine pointing directly into the rear of their battery. The brave 89th were in their works by this time, and they did not fire a shot afterwards.

We took 161 prisoners and five pieces of artillery, 12-pounder and 24-pounder field guns, captured from us at Harper's Ferry and from Western Virginia, with a large quantity of ammunition. Not a man escaped. I also regained this vessel's gig, which was shot out of the davits while running the battery a few days since and drifted ashore.

I cannot give too much praise to the brave officers and men of the 89th New York and 8th Connecticut, who charged in the most gallant style. General Getty and staff directed the troops, and were exposed to a very hot fire. My own officers and men behaved with the courage they have shown in action with the enemy every day but one since we have been in this river—eight days. The loss on both sides was small, owing to the decisive charge and the immediate silencing of their guns with canister.

I cannot refrain from speaking of the handsome manner in which Acting Master T. A. Harris handled this vessel and of the skill and courage he showed throughout the affair. The enemy's work was as strong as it is possible to make an earthwork, and they had commenced to casemate it. I send you, sir, our flag, which I planted on the works, with those of the two regiments; also one of the captured guns.

I am, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant U. S. Navy, Com'g Gunboats Upper Nansemond.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES MILITARY TELEGRAPH.

[Received April 20, 1863.—From off wood-yard, 11.45 a. m.]

To Acting Rear-Admiral Lee:

General Getty will evacuate the captured battery to-night. I shall run down with the last load of troops, land them at Sleepy Hollow, and join Lieutenant Cushing. Will send despatch when it is accomplished.

R. H. LAMSON,
Lieutenant United States Navy.

UNITED STATES STEAMER STEPPING STONES,
Off Sleepy Hollow, Nansemond River, April 21, 1863—2.45 a. m.

SIR: I have the honor to acknowledge the receipt of your despatches of the 20th and 21st instant, by the Philadelphia, this morning.

Yesterday, soon after closing my report to you, General Getty informed me that General Peck had directed him to abandon the captured battery at Hill's Point, and that the troops and ammunition would be withdrawn as soon as possible. I immediately went down with this vessel, put up my canvas screens, and received on board the captured artillery and the guns General Getty had landed. I placed the other gunboats in a position to command the approaches to the battery, and arranged signals with them and the Commodore Barney to direct their fire to any point.

As soon as it became dark we commenced ferrying over the troops, of whom over one thousand had been landed on the point. Our boats shelled the approaches occasionally. I told General Getty that, in obedience to your instructions I must go below the point with the gunboats the moment he abandoned the battery, and in order to do that it would be necessary to land the last load below. When all had crossed, except our pickets, I made signal to the boats to get under way, leaving the West End and some small boats to carry over the pickets. It was a very dark night, with a heavy easterly wind, but we passed the bar and the obstructions safely, and anchored off this place. I took the precaution to send out boats with lights to mark the channel, as it would probably have been fatal to any vessel to have grounded.

At 12 o'clock the last picket was crossed, and the West End joined the fleet below. At daylight this morning we hauled alongside the wharf here and landed all General Getty's artillery, munitions, &c. General Getty remained on board this vessel, and accomplished the withdrawal of his men, guns, and trophies in the most admiral manner. We had information that the enemy intended to attack during the evening in strong force, and their sharpshooters were within range of our pickets during the evacuation.

The officers and crew of this vessel have worked incessantly during two nights and days transporting troops to the captured battery and withdrawing them, and I cannot speak in too high terms of their uncomplaining perseverance.

Acting Master T. A. Harris, commanding this vessel, has been especially noticed for his untiring energy and useful services, and of the courage of all I need only say that they planted our guns within sixty yards of those of the enemy, which were greater in number and calibre, and were firing grape.

I sent the Cohasset down yesterday, in obedience to your order, received through Lieutenant Cushing. Dr. Franklin, of the Minnesota, made several reconnoissances to ascertain the position of the battery, and by climbing trees at different points made a correct drawing, showing the approaches to the works,

which was of valuable assistance. Hoping that your wishes have been satisfactorily executed,

I have the honor to remain your obedient servant,

R. H. LAMSON,
Lieutenant United States Navy.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES,
Nansemond River, Virginia, April 22, 1863.

SIR: I have the honor to submit the following detailed report of the action of the 14th instant, in the United States steamer Mount Washington, then under my command. I will submit a connected report of the operations of the flotilla in the upper Nansemond, as soon as possible.

On the evening of the 13th instant I brought Major General Keyes down from Suffolk, having in company the Stepping Stones, Acting Master T. A. Harris, and the Alert, Acting Master Cox. We ran through a very heavy fire from the enemy's sharpshooters—losing one killed and one wounded. At daylight, on the 14th instant, I got under way to return to Suffolk, the Mount Washington leading, and followed by the armed army steamer, West End, under Lieutenant Rowe, 99th regiment New York volunteers, and the Stepping Stones.

As we turned the bend below Norflet's Point I discovered a fresh earthwork on the point, and commenced shelling it. Seeing nothing but riflemen behind it, I gave the signal to run past; and when within four hundred yards the enemy opened fire from seven pieces of artillery, which they rolled into the work from the woods. One of the pieces was a 20-pounder rifle, the first shot from which entered our boilers. Other shots struck in quick succession, raking our bows and the forward part of the decks. The engines immediately stopped, the vessel drifted against the bank, and the escaping steam and hot water drove almost every one out of the vessel; but at my order they returned, and opened fire from all our guns. The West End also got aground, and I sent Third Assistant Engineer Rarrer to the Stepping Stones with an order to come up and tow me off, which was done; and as soon as the Mount Washington was out of range I anchored, and sent Captain Harris to tow off the West End. We then proceeded down the river, the Stepping Stones towing the Mount Washington, and the enemy's sharpshooters firing from almost every point. While passing the bar and obstructions near the mouth of the West branch, the tide being low, the Mount Washington grounded, and almost immediately the enemy opened upon us with ten pieces of artillery—six planted in a strong earthwork on Hill's Point, and four in the woods to the right, throwing a cross fire into our vessels.

Finding that the Mount Washington would be immovable till the next high tide, I ordered the engineers, firemen, and all others, except the men I brought from the Minnesota, to man the guns, to go on board the Stepping Stones, and directed Captain Harris to go down to a safe position, and to come up and tow me off at high water. The West End, being short of coal, continued on down the river. The enemy kept up a heavy and well-directed fire from his artillery and sharpshooters posted in the bushes and rifle-pits that lined the banks, and was replied to by all our guns, and by those of the Commodore Barney, Lieutenant Cushing, who came as near the bar as his draught of water would permit, and supported me, throughout the action, in the most gallant manner. The Stepping Stones also used her rifled guns with great effect. The enemy soon

obtained our range, and his artillery told with fearful effect on the timbers and machinery of these slightly-built vessels. By 1.30 p. m. we had silenced the enemy's battery and dislodged his sharpshooters, using from the Mount Washington canister and ten-second shrapnel.

About 3 p. m. the enemy reopened with a less number of pieces from a new position a little to the right of the first one, and his sharpshooters poured in a most galling fire from the trees and rifle-pits.

We immediately replied with all our guns, and the firing was uninterrupted till we got out of range, at six p. m.

As the tide rose, the vessel swung so that the bow guns would not bear, when I had a 12-pounder howitzer mounted on the hurricane deck, and with the assistance of Master's Mate Birtwistle and Seamen Sullivan and Jourdan, worked it till the bow guns could be brought to bear. The gun was struck several times by the enemy's shot, and the wood work near it was much cut up. As soon as the vessel began to float I sent a boat to carry out a hawser to a spile at the obstruction, manned the capstan, hove up the anchor, and commenced warping down, when the rebels shot away the pile and obliged me to anchor again and send out a boat with another warp, which was done.

A kedge was also got ready for warping further down. A little after five the Stepping Stones came up to tow me off, when she received the entire attention of the rebel battery, and had her pilot-house and decks much cut up, and one gun dismounted.

The hawser slipped, and the channel being so narrow, she was obliged to run down some distance before she could turn, when the artillery was again turned on the Mount Washington. Captain Harris soon ran up to me again, and at six p. m. I was out of the enemy's range. The Barney still remained, engaging the enemy, and continued to fire till the enemy ceased and withdrew. Towards the close of the action the Mount Washington's flag-staff was shot away even with the upper deck, when Mr. Birtwistle and Seaman Henry Thielberg assisted me to haul it up out of the water by the ensign halliards, raise it, and lash it alongside the stump.

I cannot find words to express to you, sir, my admiration of the courageous good conduct of my officers and men, who fought the guns for six hours, aground in a disabled vessel, under such a fire of artillery and musketry, and who did not flinch even from working a gun on the open hurricane deck, or from going out twice in a boat to carry a hawser. I wish, sir, through you, to express my warmest thanks to Captain Haynie, of the Mount Washington, and his executive officer, Mr. Griffith, who nobly refused to leave the vessel when his crew were sent away, and who rendered the most valuable assistance during the action. Master's Mate Birtwistle, of the Minnesota, behaved in the most gallant manner, and I respectfully recommend him to your notice as a most brave and efficient officer. All the men behaved so well that it is difficult to discriminate, but the following instances of devotion came under my own observation: Joachim Sylvia was instantly killed by a shell that knocked him overboard, when Samuel Woods, captain of the gun, jumped overboard and swam after the body, which sank before he reached it, when he immediately swam back to the vessel, went to his gun, and fought it to the close of the action in a manner that attracted the attention of every one. After the action he was as much noted for his tender care of the wounded. Henry Thielberg, seaman, assisted to haul up and raise the flag-staff and volunteered to go upon the pilot-house to watch the movements of the enemy, and, although I saw three balls strike within a few inches of his head, he did not move from his position till ordered down. Robert Jourdan and John Sullivan assisted to work the howitzer on the upper deck when the other guns would not bear. Robert Woods, boatswain's mate, behaved with great courage, and did not leave his post when struck on the head by a spent ball. These men

were from the Minnesota. I wish also to mention Quartermaster De Lunn, of the Mount Washington, who remained with me at the wheel after every one else had been driven from the deck by the escaping steam and the enemy's shells.

Third Assistant Engineer John Healey reported to me that the only men who remained at their posts in the engine room were William Jackson and James Lody, both colored.

Lieutenant Cushing, on the Commodore Barney, remained as near the Mount Washington as the depth of water would permit, and it was owing, in a great measure, to his well-directed fire, causing the enemy to shift his position, that the Mount Washington was not entirely destroyed. His vessel was fought in the most effective manner, and he sent his gig to me to ask if he could do anything more.

Acting Master F. A. Harris, of this vessel, requested permission to remain with me, and I was obliged to give him several positive orders before he would cast off from the Mount Washington. When he came up to tow me off the enemy's fire was entirely directed at the Stepping Stones, with the hope of disabling her, and the manner in which he handled his vessel elicited the highest admiration from all who saw it. I cannot speak too highly of his energy, courage, and skill.

For a list of our casualties, I respectfully refer you to the report of Assistant Surgeon Samuel J. Jones, of the Minnesota, who did his duty on board both the Mount Washington and Stepping Stones, and who was sent down by Lieutenant Cushing in charge of the killed and wounded, which amounted to more than one-tenth of the number of men in the three vessels.

The Mount Washington is so completely riddled, in hull and machinery, that I cannot attempt to give a statement of her damages.

I am, sir, very respectfully, your obedient servant,

ROSWELL H. LAMSON,
Lieutenant United States Navy, Com'g Upper Nansemond Flotilla.

Rear-Admiral S. P. LEE,
Com'g North Atlantic Blockading Squadron.

Report of Acting Master Charles K. Brown.

UNITED STATES STEAMER CŒUR DE LION,
Nansemond River, April 17, 1863.

SIR: I have the honor to report to you the following particulars of the passage of this vessel by the rebel battery placed on the point opposite the obstructions.

At 6.45 p. m. we got under way, and having made every preparation in the way of protecting boiler and steam drum, (which I did with chain cables and hammocks,) we started up the river.

As soon as we came within range the rebels opened upon us with artillery and sharpshooters, and when opposite the point a shot struck our pilot-house, knocking wheel and all our steering apparatus to atoms, mortally wounding the pilot, and dashing him completely through the port side of the pilot-house, one-half of which was carried away by the same shot.

The vessel immediately swung towards the rebel battery, but as a tiller had been placed alongside the rudder-head, it was instantly shipped, and the quartermaster, J. G. Burnett, took the helm, which he kept till we had passed all danger. A second shot struck us, passing through the bow, about three feet above the water-line; it fell into the fore peak, and then exploded, setting fire to

the ship. Our buckets had been already filled before starting, and the hose screwed on to the force-pump, so in a few moments the fire was extinguished. Another shot passed a few inches above the boiler and cut the keel of the gig entirely off, another shot also hit the after-block of the boat davit, and the stern of the gig fell into the water.

As we passed we gave the rebels our whole broadside which we had trained abeam, and fired as soon as we brought them to bear.

The quartermaster, Joseph Crawford, was in the pilot-house at the time it was knocked to pieces, but fortunately the shot struck a few inches to the port side of him. The boatswain's mate, William Hornby, exhibited great coolness in sighting his gun under a galling fire from sharpshooters.

I would mention Mr. William G. Morris, acting ensign and executive officer, and state that he was most faithful in the discharge of his duties, and to him is due the credit of coursing the ship after the loss of the pilot, as he gave the orders from forward, the helmsman not being able to see on account of the deck houses. All the officers behaved with coolness as far as they came within my notice.

The pilot, William Ayler, colored man, died at 8 p. m., but no others on board were injured.

We anchored above the battery at 7.45 p. m.

I am, sir, very respectfully, your most obedient servant,

CHARLES H. BROWN,
Acting Master, Com'g U. S. S. Cœur de Lion.

Lieutenant R. H. Lamson,
Commanding Upper Division Nansemond Flotilla.

Letters of Brigadier General George W. Getty.

Headquarters 3d Division, 9th Corps, U. S. S. Seepping Stones,
Nansemond River, April 20, 1863.

Admiral: I beg to express my most sincere thanks to Captain Lamson, United States navy, his officers and crews, for the gallantry, energy, and ability displayed by them in the operations of yesterday, resulting in the capture of one of the enemy's batteries of five guns on the west side of the Nansemond, and a number of prisoners.

All did their duty most handsomely.

Very respectfully, your most obedient servant,

GEORGE W. GETTY,
Brigadier General United States Volunteers.

Rear-Admiral S. P. Lee,
United States Navy, Com'g North Atlantic Blockading Squadron.

United States Gunboat Stepping Stones,
Sleepy Hole Landing, Nansemond River, April 21, 1863.

Admiral: I have again to express my obligation to Captain R. H. Lamson, commanding gunboats in upper Nansemond, for the admirable disposition of the gunboats during the withdrawal of the troops, &c., last night, from Hill's Point, and for the efficient aid rendered by him, his officers and crews, in effecting the withdrawal which was successfully accomplished, the last man having recrossed

the river at about 12 o'clock; all was accomplished without confusion or accident.

The artillery, trophies, material, &c., have been landed from the Stepping Stones at this point, and are now on the way to Suffolk.

The prisoners were landed on the right bank of the Nansemond immediately after the battery was carried, and sent to Suffolk.

I remain, admiral, with high respect, your most obedient servant,

GEORGE W. GETTY,
Brigadier General United States Volunteers.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
U. S. Steam Frigate Minnesota, Hampton Roads, Virginia.

HEADQUARTERS 3D DIVISION, 9TH CORPS, IN THE FIELD,
Nansemond River, April 24, 1863.

ADMIRAL: I deem it proper to state that all the arrangements made by Captain Lamson, United States navy, commanding gunboats in the upper Nansemond during the operations of the 19th and 20th instant were fully known to and approved by me.

The conduct of Captain Lamson, his officers and crews, was bold and gallant in the extreme.

I remain, admiral, very respectfully, your obedient servant,

GEORGE W. GETTY,
Brigadier General Commanding.

Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
Flag-Ship Minnesota, Hampton Roads, Virginia.

Reports of Fleet Surgeon W. M. Wood of casualties.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, Virginia, April 21, 1863.

SIR: Enclosed please find reports of casualties which occurred on board the vessels of this squadron during the engagements in the Nansemond river, from Assistant Surgeons Spear and Franklin.

Very respectfully, your obedient servant,

W. MAXWELL WOOD, *Fleet Surgeon.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER STEPPING STONES.

SIR: I have to report the following casualties which occurred in the upper Nansemond flotilla, Lieutenant Lamson commanding on the 19th instant. They occurred while the Alert and the Cœur de Lion were passing a rebel battery at Hill's Point, near Suffolk, Virginia.

T. J. Hawkins, pilot, struck in the head by a solid shot from a 12-pounder rifle and killed instantly.

John Jones, landsman, severely wounded in left arm by splinters of boiler iron scattered by a 12-pound rifle shot; arm since amputated in upper third.

William Ayler, pilot, had his left leg completely amputated at junction with thigh by a 12-pounder rifle shot; died in thirty minutes afterwards.

These casualties all occurred in the line of duty.

Very respectfully, your obedient servant,

G. S. FRANKLIN,
Assistant Surgeon.

Fleet Surgeon W. MAXWELL WOOD.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, Virginia, April 21, 1863.

SIR: I have to report the death of John Healey, acting 3d assistant engineer United States navy, attached to the United States steamer Mount Washington. He was killed instantly on board the Mount Washington yesterday afternoon while repairing the machinery of the vessel. His head was caught between the frame of the engine and the crank while the latter was revolving. It caused a compound comminated fracture of the cranium; the light clavicle was also fractured. His death originated in the line of duty.

A certificate of death will be issued in a few days.

I am, respectfully, your obedient servant,

JOHN C. SPEAR,
Assistant Surgeon.

W. MAXWELL WOOD,
Fleet Surgeon, North Atlantic Blockading Squadron.

UNITED STATES STEAMER MINNESOTA,
April 26, 1863.

SIR: The total amount of casualties in the engagements on the Nansemond, by returns received up to to-day, are: killed, nine; wounded, sixteen.

The official returns from the Commodore Barney have not yet come to hand.

Very respectfully, your obedientservant,

WM. MAXWELL WOOD,
Fleet Surgeon.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Congratulatory Letter to Lieutenant Lamson.

NAVY DEPARTMENT, *April* 4, 1863.

SIR: Your recent important and meritorious services on the Upper Nansemond deserve the special commendation of the department. The ability displayed in the discharge of the important and responsible duties which devolved on the naval force during the late demonstration of the enemy reflected great credit upon yourself, and the officers and men under your command. Their zeal and courage in the hazardous position in which they were placed have not failed to receive the approbation of both the naval and military authorities. General Getty, with whom you were co-operating, has expressed his obligations to you and your command for gallantry and energy displayed, especially in the capture of a rebel battery on the Nansemond, and for valuable assistance rendered to him during his operations in repelling the enemy; and your immediate commanding officer, Acting Rear-Admiral Lee, has reported in terms of admiration of your discretion and valor.

The department congratulates you on your success, and is proud to see in

the younger members of the corps such evidence of energy and gallantry, and execution and ability, scarcely surpassed by those of more age and experience.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant R. H. LAMSON,
United States Navy, Old Point Comfort, Virginia.

EXPEDITION TO WAVE RIVER, AND VICINITY OF GLOUCESTER COURT-HOUSE, VIRGINIA, TO CO-OPERATE WITH THE ARMY.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 14, 1863.

SIR: In my No. 393 of April 9 I informed the department that I had learned by telegraph that Lieutenant Commander Gillis had returned from a second expedition, in which a quantity of grain had been captured.

I enclose herewith his report of April 10, detailing the circumstances connected with this expedition, which was a joint operation with the army for the purpose of breaking up guerilla parties in the vicinity of Ware river and Gloucester Court-House, and to forage for the army. It resulted in the capture on the Ware, East, and North rivers of about two thousand (2,000) bushels of grain, one hundred (100) head of cattle, and a number of horses, mules, and sheep. Acting Ensign H. M. Pierce, of the Commodore Morris, had a leg broken in assisting in the removal of the grain. I have communicated to General Lockwood the information regarding the intention of one Kendall, or Kendle, on the Eastern Shore, to run the blockade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., April 10, 1863.

SIR: I respectfully submit the following report of my movements since my communication of the 2d instant:

On the evening of the 5th instant I went on shore, at the request of Major General Keyes, to concert a movement in the direction of Gloucester Court-House and the vicinity of Ware river, for the purpose of breaking up any guerilla parties that might be found, and also to collect grain, cattle, horses, &c., for the use of the army.

Arrangements were made to start on the following morning, but the storm that day prevented our moving until the 8th instant, when the land forces, consisting of seven hundred infantry and three hundred cavalry, under command of Colonel Grenshaw, of the 4th Delaware, started for the scene of operations by land, while this vessel, with one hundred of the 179th Pennsylvania drafted militia, accompanied by the Thomas A. Morgan, with a like number of the same regiment, all under command of Colonel Blair, proceeded by the way of

Mobjack bay and Ware river, to co-operate as far as possible with the land force, and to cover them should they be driven down to Ware river by a superior force of the enemy.

Arrangements were also made to communicate at that place, unless our forces should meet with so much opposition that they would be unable to reach Gloucester Court-House. I proceeded up Ware river as far as I could go with safety, came to anchor, and waited until half past one p. m., when communication was had with Colonel Grenshaw, and he informed me that he had reached Gloucester Court-House without having met any of the enemy, and that he was on his way back to camp. I then got under way, and proceeded to Mobjack bay, where I anchored for the night. On the following morning, at half past five, I got under way again, and proceeded up North river as far as the plantation of Mr. Dabney, where the troops were debarked, and at once proceeded to secure a large quantity of grain, which was brought on board of this vessel, sufficient being left to support the family and the negroes on the place until another crop would be ready for their use, say one hundred and fifty bushels of wheat and fifteen hundred bushels of corn.

A few of the rebel cavalry were seen hovering around, but no demonstration was made on their part, although I was informed that they had been sent for the night before—our forces being too strong for them to attempt to cope with.

After having gotten the grain all on board, the troops were re-embarked on board the Thomas A. Morgan, and we returned to this place; and yesterday I turned the grain over to the quartermaster of the army. The amount, as near as could be estimated, is eight hundred bushels of wheat and twelve hundred bushels of corn.

It will be held by the quartermaster subject to your directions as to its disposition.

There were captured during the expedition, as near as I can learn, about one hundred head of cattle, some thirty or thirty-five horses and mules, and a large number of sheep.

I enclose herewith a letter picked up on shore, at the house of a Mrs. Roy, on East river, who, from all accounts, has been very extensively engaged in carrying on the contraband trade, her house being used as a depot. It appears that a man by the name of Kendle intended running the blockade from the Eastern Shore; and I would ask if I am authorized to extend my operations as far as that point.

I regret that I have to inform you of an accident by which Acting Ensign H. M. Pearce, whom I had sent ashore to assist in directing the removal of the grain, had one of the bones of his right leg fractured. He was standing near a horse which became frightened and sprang forward, knocking Mr. Pearce down, and at the same time slipping and falling upon his leg.

At the request of Mr. Pearce, and the suggestion of the surgeon, I have had him removed on shore at Yorktown, where he is kindly cared for.

I would respectfully request to be informed what disposition is to be made of property captured in this way, and whether any prize-money for the crew is to accrue therefrom.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commanding, and Senior Officer.

Acting Rear-Admiral S. P. LEE,
Commanding North American Blockading Squadron.

RECONNOISSANCE UP YORK AND PAMUNKEY RIVERS.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, April 19, 1863.

SIR: * * * * * * * *

Yesterday I received a report from Lieutenant Commander Gillis (a duplicate of which is herewith enclosed) of a reconnoissance made by him on the 16th up York river to West Point, and about a half a mile up the Pamunkey. Major General Keyes and staff were on board the Commodore Morris. She had scarcely entered the Pamunkey when she encountered the fire of a small battery and of some sharpshooters. Lieutenant Commander Gillis says that he has heard and believes that General Wise's force is encamped there.

* * * * * * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Virginia, April 17, 1863.

SIR: I respectfully submit the following report of a reconnoissance which I made yesterday with this vessel and the Crusader up the York river as far as West Point, and about a half a mile up the Pamunkey river.

I got under way at eleven o'clock, with General Keyes and part of his staff on board, and proceeded to within about five miles of West Point, carefully scrutinizing the shore to see if there was any evidence of batteries having been erected by the rebels, without discovering any. When about opposite to Ware creek a schooner was discovered standing down the Pamunkey, and came to anchor at a place called Taylor's Landing, and as I had seen no signs of any rebel batteries coming up, and everything around West Point looking as though no enemy had been in that vicinity, I determined to try and capture or destroy the schooner; but soon after I had passed the wharf at West Point, and when about half a mile above, I was opened upon by a battery of three guns, directly *ahead* of us, and just *below* where the schooner had anchored; at the same instant the sharpshooters along the shore commenced firing upon us. I immediately opened upon the battery with my rifled 100-pounder, and at the same time stopped my vessel and started back, not deeming it prudent or justifiable to run the risk of having my vessel disabled and any of my crew killed. I fired nine shots, with what effect I am unable to say; the enemy fired about thirty-five shots, about twenty of them being while we were in range of their guns, and falling all around us, but, I am happy to be able to state, without hitting us once, although almost every shot was an excellent line shot.

The officers and men behaved well and were anxious to continue the fight; but as we had gained the object of the reconnoissance, and found that the reports that there was a rebel battery in the vicinity of West Point were true, and General Keyes being anxious to return, I did not think it advisable to do so, and therefore continued on down.

The battery was apparently composed of two Whitworth twenty-pounders and one smooth-bore, of what calibre I am unable to say; one shot that expended itself under our bow gave me an excellent opportunity of judging of the calibre and character of the guns. It was, in all probability, a flying battery, there being no signs of an earthwork there, and I did not think the result of driving them away from their position to reappear at some other point warranted the expenditure of the ammunition that it would have required. I received information to-day that nearly the whole of the rebel General Wise's force was encamped there, and as the railroad is supposed to be in working order to that place, I am inclined to give some credit to the report. I am happy to state that the few shells I was so fortunate as to land in the rebel camp near Williamsburg is supposed by the commanding officer at Fort Magruder to have had the effect of facilitating their retrograde movement.

I have kept both the Western World and Crusader here for the last few days at the request of General Keyes, but as everything is quiet now, and the enemy are supposed to have left, I shall send them both on their cruising grounds to-morrow.

I wished to send the Western World away yesterday, but General Keyes was anxious to have her remain on account of the long range of her guns, and I therefore retained her; but as I do not think there is any necessity for either her or the Crusader to remain any longer, shall act on my own judgment and start them off in the morning. Hoping that my operations in this vicinity may meet with your approval,

I remain, sir, your obedient servant,

J. H. GILLIS,
Lieutenant Commander and Senior Officer, off Yorktown.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

NAVAL OPERATIONS IN MORRELL'S INLET, SOUTH CAROLINA.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, May 6, 1863.

SIR: * * * *. Lieutenant Commander Braine obtained information from a contraband and elsewhere, that Morrell's inlet, on the coast of South Carolina, about 25 miles south and east of Little River inlet, had been used uninterruptedly and extensively since Christmas by schooners and sloops bringing groceries, clothing, and arms, taking cotton in exchange to Nassau.

I enclose, herewith, a report by Lieutenant Commander Braine, dated April 27, of a boat expedition organized by him from the Monticello and M. Vassar, under command of Acting Master L. A. Brown, and resulting in the destruction of one of the vessels in Morrell's inlet, (an English schooner called the Golden Liner, of Halifax, with a valuable cargo,) and two large storehouses. Two other schooners in the inlet could not be reached, nor could 2,000 bales of cotton said to be stored in the woods beyond. * * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract from report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER MONTICELLO,
Off Morrell's inlet, South Carolina, April 27, 1863.

SIR: I organized an expedition composed of three boats from this vessel, and two from the United States schooner Matthew Vassar, all under the command of Acting Master L. A. Brown, of this vessel.

After an early reconnoissance this morning at daylight at Morrell's inlet, South Carolina, it was found the approach was too circuitous to reach the schooners except after a very long pull, and most of that way close to heavy wooded land, where they would be subject to ambuscade. I accordingly directed them to land on the beach abreast the ship, which they did, crossing the narrow sandpit and wading the marsh.

They boarded and destroyed the English schooner Golden Liner, of Halifax, loaded with a valuable cargo of flour, brandy, sugar, and coffee. She had just arrived. The other two schooners and one sloop it was impracticable to get at, owing to the mud and marsh, which I regret, as I learned from a contraband I got off that there are upwards of 2,000 bales of cotton stored in the woods beyond. The contraband also stated that there are 200 men, infantry and cavalry, stationed here, and I dispersed a few cavalry previous to the landing of the boats. This being the case it was not prudent with the force we had (forty-seven men and five officers) to attempt to destroy the cotton. I consequently recalled the boats. The result of the expedition is a valuable schooner burned, and two large houses, which were probably used for storehouses.

I regret to have to state that Acting Ensign Isaac Francis, of the Matthew Vassar, was wounded by the accidental discharge of his own revolver; also, that a man named John Cahill, of the same vessel, is missing. * * *

I am, very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Captain CHARLES S. BOGGS,
Comd'g U. S. S. Sacramento, Senior Officer, off Wilmington, N. C.

Acting Rear-Admiral Lee's report of further operations.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, May 9, 1863.

SIR: Reports from May 3d to May 6th from the Wilmington blockade have the following information:

Commander Scott, under date of May 3d, reports the result of an expedition with the Maratanza and Chocura against the vessels and rebel depot in Morrell's inlet, South Carolina. At 6 a. m. of the 3d these two vessels opened fire upon four schooners lying at anchor in the inlet, several shell taking effect, causing more or less injury to the vessels. No enemy being in sight, Commander Scott sent in a boat to reconnoitre, in charge of Acting Ensign J. C. Gibney. Soon after landing a heavy fire of musketry was opened on the boat's crew from a concealed force of rebels, killing B. Head, landsman, and wounding Charles Clancey, landsman. The fire was returned with effect from the ship, under cover of which the men regained the boat.

Commander Scott is now convinced of the impracticability of destroying these vessels with boats. I enclose the surgeon's report. * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Casualties.

UNITED STATES STEAMER MARATANZA,
Off Morrell's Inlet, S. C., May 3, 1863.

SIR: I would most respectfully report the following casualties of the boat's crew of this vessel, landing at Morrell's inlet, South Carolina, May 3, 1863:

Killed.—Benjamin Head, landsman.

Wounded.—Charles Clancey, landsman, severe flesh wound of both thighs.

Very respectfully, your obedient servant,

J. CORBIN,
Assistant Surgeon United States Navy.

GUSTAVUS H. SCOTT,
Commander, Commanding United States Steamer Maratanza.

INVESTMENT OF WASHINGTON, NORTH CAROLINA.

No. 569.] UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., May 26, 1863.

SIR: My No. 370, of April 3; 383, of April 7; 388, of April 9; 397, of April 11, [confidential;] 399, of April 12; 402, of April 12; 429, of April 18; and 453, of April 23, contained information, as it was received by me from time to time, regarding the operation of the gunboats in the recent demonstrations of the enemy against Washington, North Carolina, on the Pamlico river.

I beg leave to present herewith the official reports from commanding officers engaged in those operations, as follows:

A. Commander H. K. Davenport, commanding United States steamer Hetzel, dated April 28.

B. Commander R. T. Renshaw, commanding United States steamer Louisiana, dated April 18 and April 27.

C. Lieutenant Commander W. P. McCann, commanding United States steamer Hunchback, dated April 18.

D. Acting Volunteer Lieutenant J. Macdearmid, commanding United States steamer Ceres, dated April 18.

E. Acting Volunteer Lieutenant G. W. Graves, commanding United States steamer Lockwood.

F. Acting Master Wm. G. Saltonstall, commanding United States steamer Commodore Hull, dated April 20.

G. Acting Master E. Boomer, commanding United States sloop Granite, dated April 27.

It appears from the official reports that the investment of Washington, North Carolina, by the enemy, lasted (18) eighteen days. He appeared before our intrenchments on the 30th of March, and retired on the 15th of April.

The Louisiana and Commodore Hull were at the time stationed at Washington, and on the appearance of the enemy opened fire on him. On the morning of the 31st of March, the rebels reoccupied their old works about seven (7) miles below the town, to cut off the water communications.

At 5.45 a. m. of April 1st, the enemy, from Rodman's Point, about a mile and three-quarters below the town, on the right bank of the river and from a cornfield a short distance above, opened fire on the Commodore Hull, which had been stationed there to prevent the occupation of the point, if possible, by the enemy. The fire was returned with spirit from the gunboats. After a strong action of an hour and a half, in endeavoring to change her position the Commodore Hull grounded, and so remained till 8 p. m., exposed to a continued and accurate fire, which she gallantly returned till her ammunition was exhausted.

Fortunately, though much cut up, the Commodore Hull received no vital injury.

Meanwhile the Ceres, Lockwood, and sloop Granite, and subsequently the Hunchback, were despatched from Newbern, by Commander Davenport, to the relief of the besieged force at Washington, but were stopped below Hill's Point by the re-establishment of the enemy's batteries there, and by his removal of the buoys at the old obstruction.

During the siege, however, hazardous communications were opened by boats between the vessels below and the vessels above the enemy's batteries, thus conveying ammunition and despatches.

On the 3d of April, the flotilla below Hill's Point was reinforced by the Southfield, Whitehead, and Seymour, from Plymouth.

The Louisiana, Commodore Hull, and an armed transport called the Eagle, under charge of Second Assistant Engineer Lay and Paymaster W. W. Williams, of the Louisiana, as volunteers, were almost constantly engaged with the enemy's batteries opposite Washington, till the morning of the fourth, when the Ceres, under command of Acting Volunteer Lieutenant Macdearmid, made a gallant dash by the batteries with a supply of ammunition, and joined the besieged force at Washington.

On the 6th a small naval battery of two (2) light guns was established on shore commanding the channel from above, to repel any attempt on the part of the enemy to attack the gunboats from that quarter by water.

On the 7th instant 112, on the 8th instant 107, and on the 9th 55 shot and shell were fired by the enemy on the gunboats and town, without inflicting serious damage.

At midnight after the 10th, when the firing had been particularly severe, Acting Ensign DaCamera, of the Commodore Hull, arrived from the lower fleet with a schooner loaded with naval ammunition.

On the 12th the gunboats silenced and destroyed by their fire a battery which the enemy had erected with sand bags and cotton bales abreast the town, and which for several days previous had maintained an active and dangerous fire on the gunboats.

On the 13th the rebel boats, filled with infantry as pickets on the river between the forts, were driven ashore by Acting Volunteer Lieutenant Macdearmid, with a howitzer on a small schooner. On the same night the army transport steamer Escort gallantly ran the blockade with reinforcements for Washington, having safely passed Hill's Point under cover of the gunboats below.

On the 14th and 15th, the frequent and heavy fire from the enemy's batteries was occasionally returned by the gunboats.

Meanwhile the gunboats below Hill's Point held themselves in readiness under command of Lieutenant Commander McCann, of the Hunchback, to cooperate with the troops, who were there in transports, either to cover their attempts to run the batteries to reinforce the garrison at Washington, or to land and capture the Hill's Point works; neither of which operations were attempted.

This battery, which I hear is a strong natural bank of earthwork, perforated with embrasures, was engaged six times by the gunboats without apparent effect.

In view of the necessity of their presence below Hill's Point, to co-operate with the proposed movements of the troops afloat, and with those of the troops which started overland from Newbern, with the ultimate purpose of reducing this battery, it was not considered expedient to run the blockade of the river with these gunboats.

On the morning of the 15th, the steamer Escort returned with Major General Foster on board, passing the Hill's Point battery under cover of our fire. Blount's creek was watched by the gunboats, and the rebel earthworks there were shelled on the 15th, causing the enemy to withdraw his guns.

The next day the enemy suddenly disappeared from his intrenchments before Washington, and from his works on the river, and the siege was raised.

I am proud to be able to assure the department that the credit of the navy has been well sustained in these operations, by both officers and men.

Commander Renshaw, at Washington, and Lieutenant Commander McCann, below in the river, conducted affairs with prudence and judgment; the former, in his position of severe trial, exhibited energy and resource, meeting the various emergencies of the siege with promptness and decision.

Acting Volunteer Lieutenant Macdearmid strengthened the confidence of his superior officers in his well known zeal, by repeated acts of enterprise. This gallant officer I commend to the especial notice of the department. I hope soon to be enabled to give him a better command.

The department has promptly and generously recognized by promotion the steady and faithful gallantry with which Acting Volunteer Lieutenant Salstonstall fought his disabled vessel for near an entire day against heavy odds, and his good conduct during the progress of the siege. I will be glad to have him in command of an efficient light draught on the outside blockade, where I think he would render good service.

Acting Volunteer Lieutentant Graves and Acting Master Wells, since promoted for gallantry, are both commended for their activity and efficient services.

In conveying ammunition, supplies, and despatches, in boats under the rebel fire, Acting Ensign Da Camara, of the Commodore Hull, Acting Master's Mate McKeever, of the Louisiana, and Acting Master's Mates A. H. Hicks and Edward S. Austin, of the Lockwood, displayed excellent spirit.

Acting Master Francis Josselyn, Acting Ensigns J. O. Johnson and J. B. Da Camara, and Acting Master's Mate A. F. Haradon, of the Commodore Hull, Acting Master's Mate Henry W. Wells, Acting Second Assistant Engineer H. Rafferty, Acting Third Assistant Engineer John E. Harper, and Paymaster's Steward John C. Cross, of the Ceres, are recommended to especial notice for their good conduct and bravery in battle.

I cordially unite with their several commanding officers in recommending Acting Ensigns J. B. Da Camara and J. O. Johnson, of the Commodore Hull, Acting Master's Mates H. W. Wells, of the Ceres, and A. H. Hicks, of the Lockwood, for promotion.

The accompanying reports represent the casualties, as follows:

Acting Third Assistant Engineer Thomas Mallahan, of the Ceres, killed; one man of the Ceres mortally wounded, and three men of the Commodore Hull slightly wounded.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

Report of Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Newbern, North Carolina, April 27, 1863.

ADMIRAL: In answer to your letter of the 24th instant, calling for my official report of the recent affair at Washington, I have the honor to state that, upon the first information of the attack, I despatched the Lockwood, Ceres, Granite, and Hunchback to their relief, the latter taking an ordnance schooner in tow.

I also directed Lieutenant Commanding Flusper to send all the boats he could spare from Albemarle sound to Washington, keeping in view your instructions with regard to weakening Newbern and Plymouth. I directed Lieutenant Commanding McCann to exercise his sound discretion and judgment, and to co-operate with the army in such movements as should be decided upon by the commanding general.

From the official reports of Commander Renshaw, Acting Volunteer Lieutenant Macdearmid, and Acting Master Saltonstall, which I have already forwarded, you will perceive that they behaved in a most gallant manner, and most respectfully commend these officers, and all under their command, to your most favorable consideration; and I trust that Lieutenant Macdearmid, for his zeal and bravery in running the blockade, will obtain a better command.

These reports will also give you a statement of the damages sustained by the several vessels, and a list of the casualties.

Lieutenant Commanding McCann informs me that Acting Master Wells, of the steamer Seymour, was particularly zealous and energetic in the performance of his duty, and in making the vessel under his command useful.

The pilots stated their inability to take any of the vessels up by the barricade in the absence of the buoys.

I refer you to Lieutenant Commanding McCann's report of the 18th for an account of the operations of the gunboats below Hill's Point, from the 5th instant until the siege was raised.

On the morning of the 16th the Whitehead arrived at Newbern from Washington with the information that the siege of that place was abandoned. After becoming fully convinced that the enemy had retreated, I ordered the several vessels at Washington to resume their original stations.

I have the honor to be, respectfully, your obedient servant,
H. K. DAVENPORT,
Commander, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

B.

Report of Commander R. T. Renshaw.

UNITED STATES STEAMER LOUISIANA,
Off Washington, North Carolina, April 18, 1863.

SIR: I most respectfully submit to you a report of the eighteen days' investment of this place by the rebels. They appeared before our intrenchments about 8 p. m. 30th March. The fort, gunboats Louisiana and Commodore Hull opened fire on them, and continued nearly an hour. When informed from shore the enemy disappeared, ceased firing.

A small infantry force we had sent to Rodman's farm were driven off the same night. On the 31st March I directed the Commodore Hull to guard that point and prevent a battery being erected, having understood one had opened fire at Hill's Point, seven miles below, which prevented reinforcements coming through that were to follow General Foster; also manned a small schooner, giving charge to Mr. Gilbert, a citizen, who is an apt hand in such matters, to communicate with vessels below, requesting ammunition to be sent me without delay; he performed this duty thoroughly. At daybreak, 1st April, two batteries opened fire on the gunboats and town—one at Rodman's, about one mile and three-quarters distant below, consisting of two Whitworth and one Parrott rifled guns; the other, one 32-pounder, some distance above Rodmans. The wind blowing very fresh from the northward and westward, leaving but little water in the river, the Louisiana could scarcely be sprung to bring her broadside to bear on the upper battery, but the enemy's fire was returned briskly by all the boats. Between 8 and 9 o'clock a. m. the Commodore Hull was compelled to change her position, but grounded after moving a short distance. Our ammunition becoming limited, and, as I thought, only sufficient to defend an assault on the town, which was threatened, I ordered the boats to fire an occasional shot and keep the men well secured. Second Assistant Engineer John L. Lay and Assistant Paymaster W. W. Williams volunteering to take charge of the guns on board transport Eagle, I directed them to do so; they have done good service, and acted to my entire satisfaction. At 4 p. m. Acting Master's Mate McKeever, of the Louisiana, run the blockade in a small sail-boat for ammunition; the enemy's batteries firing twenty shot at him, but without effect. About sundown firing ceased on both sides. I then sent word to Acting Master W. G. Saltonstall when he could get afloat to put his vessel in the best position to defend the town, and as much out of range of the enemy's batteries as possible, he having been perfectly riddled, the light works only having suffered. Three of her men were slightly injured by the dismounting of one of her howitzers; sent carpenter Mills, of the Louisiana, to repair the carriage as soon as possible.

At midnight the Commodore Hull took position abreast the town. Mr. McKeever returned and informed me that ammunition would be sent. The 2d instant, one hundred and twenty-one shot and shell of various calibre and description were fired at the gunboats and town by the enemy, without doing any material damage. After consulting with General Foster, I ordered that no notice should be taken by returning their fire. The enemy were briskly engaged during the latter part of the day erecting batteries opposite our intrenchments.

On the 3d instant, together with the two batteries that had been playing on us, a third one opened directly abreast of us, containing a rifled 12-pounder, distant about 600 yards; they succeeded in firing five shots, when it was silenced, our shells completely demolishing the work. The other two batteries fired ninety-eight shot and shell during the day. Our gunboats below showed themselves off Hill's Point, but soon dropped behind Swan's Point.

On the 4th instant, at 7.30 a. m., the United States steamer Ceres, Acting Volunteer Lieutenant Macdearmid, commanding, arrived, having run the blockade. He was fired on at Hill's Point, but not from Rodman's, or the batteries above. This act of his received universal admiration. He had ammunition for us. At 12.30 p. m., Rodman's battery being reported abandoned, the Ceres, with three companies of infantry on board, started to occupy that place, with orders to return if the battery had not been removed. When well towards her destination, two guns opened fire. She turned to come back, but the river being so low, she grounded. I immediately sent all boats to her assistance. Neither the Louisiana, Commodore Hull, nor Eagle could have got near her on account of low water. Fortunately, no damage was done, excepting two men who were wounded by the enemy's shrapnel. While the Ceres was aground she did good work with her guns. From want of ammunition, or being deceived by her appearance,

the enemy ceased firing, and all the troops, fortunately, were safely landed. I directed a scow to be sent to lighten the Ceres, which was promptly accomplished, and the little steamer resumed her place opposite the town at midnight.

Sunday, 5th instant, no firing from either side; the usual duties of naval vessels were performed.

Sixth instant, an occasional shot from 32-pounder in upper rebel battery; the enemy busy at Rodman's building a raft and clearing the woods. About 4 p. m. an explosion at that point, followed by the burning of a large building. At 8 p. m. started a dummy down the river; the wind being light and the tide slack, it did not arrive off Rodman's till nearly 11 p. m., when they opened fire from their battery upon it; also volleys of musketry.

Seventh instant, having been informed that the enemy were fitting a steamer and two flats to come down the river, also that they were well protected by cotton bales, I conferred with General Foster, and determined to build a naval battery in a position that commanded the channel above. At 10 p. m. a 30-pounder Parrott gun from the Ceres, and a 12-pounder rifled howitzer from the Louisiana, were in battery ready for action. The river was well protected two miles above by our torpedoes. One hundred and twelve shot and shell were fired from the enemy's batteries during the day at the gunboats and town, without material injury; none were replied to except one in the swamp, which was immediately silenced.

Eighth instant, 107 shot and shell were fired at the gunboats without damage, excepting one of the Commodore Hull's paddle-wheels being struck, and a shell exploding aboard, doing no damage.

Ninth instant, nothing of importance occurred. The enemy fired fifty-five shot and shell at us, of which no notice was taken.

Tenth instant, at 8 a. m., four rebel batteries opened fire on our fort and intrenchments, which was promptly answered by the fort and blockhouses; the firing continued nearly an hour without intermission. Occasional firing from Rodman's and the battery above at the gunboats and town. At midnight Acting Master Josselyn and Acting Ensign Da Camara, of the Commodore Hull, arrived from the lower fleet, bringing a schooner laden with naval ammunition.

Eleventh instant, the firing at Rodman's was devoted mostly to our earthworks below the town; five rebel batteries also opened fire on our fort and intrenchments, which continued an hour.

Twelfth instant, finding that the enemy had repaired their fort in the swamp abreast of us with sand bags and cotton bales, I directed the gunboats to fire on it, at the same time ordering small pieces of port fire to be put in the shells, which had the desired effect of setting fire to the cotton. The enemy, under the galling fire of the gunboats, endeavored to extinguish the flames, but their efforts proved unsuccessful. They then placed a red flag with a dark cross directly in an embrasure and left it; when we ceased firing there was but little vestige of fort or flag left. One hundred and four shot were fired during the day at the gunboats and town; the latter suffered slightly.

Thirteenth instant, our batteries on shore fired a few shots, but no response from the enemy. Rodman's and the battery containing the 32-pounder, above, fired 120 shots at the gunboats and town; the Eagle was struck twice, producing but little injury. At 5 p. m. a 30-pounder rifle gun opened fire on the Louisiana, one-half mile distant on the Newbern road, doing no damage except cutting some of the light rigging and blocks away, the shots mostly passing over and taking effect in the town; this gun was silenced in fifteen minutes by the Louisiana. During the night I directed the mast-heads to be decorated with bushes to correspond with the woods, the enemy having range of us from both sides. Having understood that the rebel infantry were in the habit of keeping guard on the river below to prevent our small boats coming through, I

ordered Acting Volunteer Lieutenant Macdearmid to take any small schooner he could find, mount a howitzer, and drive the rebel pickets from the water. About 10 p. m. he encountered the rebel boats filled with infantry. After exchanging a few shots they were compelled to retire, since which time they have not ventured on the river to prevent our small boats from passing up and down.

At 11.25 p. m. transport steamer Escort gallantly ran the blockade with reinforcements for our army.

Fourteenth instant, the enemy attempted to raise again their flag on the swamp battery; a few well directed shell from the Commodore Hull tore it to pieces. At meridian enemy opened fire with six batteries on the fort and intrenchments, which was replied to by our forces.

Fifteenth instant, same rebel batteries opened fire on our fort and intrenchments; continued forty-five minutes. The firing from Rodman's and the battery above took place at intervals during the day; after sundown the firing became more rapid, and continued until nearly 10 o'clock p. m.

Sixteenth instant, deserters came in and informed us the enemy were leaving. Discovering that the guns had been removed from Rodman's Point, I ordered the Commodore Hull, Ceres, and Eagle to shell the point well before landing our troops. Acting Third Assistant Engineer Thomas Mallahan, of the Ceres, while attempting to land in one of her boats, was killed by a musket ball.

The gunboats below telegraphed that guns on Hill's Point had been removed, and wished to know if they should come up. I answered in the affirmative, and afterwards ordered them not to pass Rodman's; to thoroughly shell the woods, as we wished to land troops and occupy the place. Between 4 and 5 o'clock p. m. the troops were landed in company with the howitzer and crew of the Louisiana, in charge of Acting Master's Mate Mr. McKeever; after which I directed the lower fleet to return to their respective stations. With regard to their movements while lying below Hill's Point I know nothing; they had no orders to report to me. Lieutenant Commanding McCann, of the Hunchback, kindly forwarded ammunition, for which I have thanked him. I forgot to mention on the 14th instant the steamer Escort, with General Foster on board, ran the blockade under a galling fire from six guns on Rodman's battery. Concluding this report, I would state that the best feeling and most cheerful co-operation of the two arms of defence at Washington, North Carolina, made us very formidable.

I earnestly wish that Acting Volunteer Lieutenant Macdearmid may have a better command.

Acting Master Saltonstall, of the Commodore Hull, has acquitted himself in a gallant and officer-like manner.

I also wish to bring before your notice Acting Master's Mates H. W. Wells, of the Ceres, and E. McKeever, of the Louisiana, for untiring assistance. Acting Master Wm. F. Pratt, of the steamer Southfield, was also of assistance to me. To all the officers and men under my command, for their untiring zeal, unceasing energy, and determined bravery displayed during the siege, and opposed to an enemy superior in numbers, I return my sincere and heartfelt thanks.

Ammunition expended.—105 8-inch shells, fuses cut for every second up to 20; 301 32-pounder shells, fuses cut from one second up to 20; 50 solid shot, and 25 12-pounder shells.

I remain, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, United States Navy.

Commander H. K. DAVENPORT,
Senior Officer, Sounds, North Carolina.

UNITED STATES STEAMER LOUISIANA,
Off Washington, N. C., April 27, 1863.

SIR: I have respectfully to inform you that since my report was made of the late siege of this place, I have discovered that the enemy burst four of their guns at Rodman's Point—two Whitworth and two Parrott rifled, the two latter marked Tredegar Works, Richmond. Some of the pieces have been found in an old well at the above-named point.

I am, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, United States Navy.

Commander H. K. DAVENPORT,
United States Navy, Senior Officer, Sounds, N. C.

C.

Report of Lieutenant Commanding W. P. McCann.

UNITED STATES STEAMER HUNCHBACK,
Off Newbern, N. C., April 18, 1863.

SIR: I respectfully submit the following report of the movements of this vessel since the 4th instant:

Early on the morning of the 4th instant I proceeded to the Pamlico river with the ordnance schooner Carstairs in tow, but in consequence of a gale in the sounds did not reach the squadron of gunboats and transports, at anchor below Hill's Point, until 3 p. m. on the 5th.

Having anchored about 3,000 yards from the point, we observed the rebels at work upon the battery, and commenced shelling them with 100-pounder rifle and 9-inch guns, the other boats joining in, while the enemy returned a deliberate fire from a Whitworth rifle, thence other guns, two Napoleons and a 20-pounder rifle remaining silent.

I consulted Generals Prince and Spinola, and ascertained that they had abandoned the intention of landing troops from the transports to co-operate with the gunboats in occupying this point, but had determined to run the batteries with the steamers Phœnix and Allison, each with a schooner in tow crowded with troops. The pilots were doubtful of finding the channel, and four hours after the time agreed upon for us to cover the passage of these vessels through the blockade not a vessel was in motion, and this plan was ultimately given over.

The pilots still hesitate about getting us through the spilings without the buoys being down, and they had been removed.

If there had been no other objections to running the gunboats past the batteries at Hill's and Swan's Points than our inability to silence them, I could not see the advantage gained in placing them between the batteries at Hill's and Rodman's Points; but by remaining near Blount's creek until the army was ready to occupy these points we could have had the use of all the boats to cover the land forces in crossing the creek, and to fight the batteries above.

Your orders of the 9th instant, to be on the lookout for General Spinola's expedition, marching overland from Newbern to drive the enemy across Blount's creek for the purpose of afterwards capturing Hill's Point battery, was another reason for not running the blockade.

We engaged the Hill's Point battery three times without silencing it, and on consultation with the commanding officers it was deemed improper to attempt to

run the gunboats through towards Rodman's until a demonstration was made by the army. I trust my action in this instance has met your approval, as well as Commander Renshaw's.

On the 7th instant, at 3 p. m., we again attacked Hill's Point battery, which returned our fire as before.

In accordance with your order we have furnished every facility for the supplying of ammunition and provisions at Washington. We have done all in our power to execute the plan of the general.

On the 11th instant General Palmer arrived in the Escort, with the intention of running her past the batteries with reinforcements and ammunition for Washington. On the morning of the 12th instant the general had determined to run her through by daylight. At 5 o'clock we engaged the battery, while the Escort was lying by, all ready to start up should we succeed in silencing the enemy's guns. They returned a steady fire from a rifle gun for thirty-five minutes, when the general concurred with me, that it was not prudent to endeavor to run her up at daylight. The attempt was made at night, but a dense fog again prevented a further movement. However, at 9 o'clock p. m., on the 3d instant, the Escort ran past Hill's Point in safety under cover of the gunboats.

At 10 o'clock heard heavy firing from Hill's Point and Swan's Point batteries. I went up in the Whitehead near the obstructions, but seeing no vessels on the blockade, returned to the anchorage. Soon after Mr. McKeever came on board in a cutter, and informed me that Captain Macdearmid was under the battery in a schooner becalmed. I sent the Whitehead up and brought her down.

At daylight on the 15th instant I discovered the Escort coming down, and ordered the gunboats to move up and engage the battery while she passed. A heavy fire was opened upon her from the upper guns upon the bluff, but there was no reply to our firing.

General Foster desired me to observe the movements of the enemy near Blount's creek. I sent the Valley City in to shell the earthworks there, when the enemy opened upon her with a rifle gun and light field-piece. The Hunchback, Southfield, and Whitehead opened upon them, when the enemy withdrew his guns.

On the morning of the 16th the steamer Eagle, of the upper squadron, was seen firing at Rodney's Point, and there being no reply, I sent the signal officer on board the Southfield to open communication with Washington. It was soon reported that the enemy was retiring from the siege. I then steamed up near Hill's Point, but found it deserted. Commander Renshaw signalized us to go up to Washington, as the enemy, except infantry, at Rodman's farm, had retreated. At 3 p. m. we anchored off Rodman's Point, followed by the Southfield, Whitehead, and Seymour, and shelled the woods and earthworks there.

I communicated with Commander Renshaw—stated my reasons for not running the batteries on my arrival below. He replied that what I had done was satisfactory, and ordered me to return in accordance with your orders to Newbern.

I arrived here with the vessel, and the Seymour in tow, at 6 o'clock this morning.

I am, sir, very respectfully, your obedient servant,

W. P. McCANN,
Lieutenant Commander, United States Navy.

Commander H. K. DAVENPORT,
United States Navy, Senior Naval Officer, Sounds of N. C.

D.

Report of Acting Volunteer Lieutenant J. Macdearmid.

UNITED STATES STEAMER CERES,
Off Rodman's Point, Pamlico river, April 18, 1863.

SIR: In obedience to orders received from Commander H. K. Davenport, I left Newbern about 11 p. m., on the evening of the 1st instant, to report to the senior officer at Washington, N. C. Arrived in the Pamlico river about 4 p. m. on the 2d instant; conferred with Brigadier General Prince, commanding the military forces on board the transports below Hill's Point, and Acting Volunteer Lieutenant George Graves, commanding United States steamer Lockwood. At the request of General Prince I fired nine (9) rounds from the forward 30-pounder Parrott gun at the battery on Hill's Point. The enemy did not reply. At 8 p. m. despatched three boats with thirty-two pounder ammunition for the garrison at Washington. They returned at 4.30 a. m., 3d instant, with a bearer of despatch for the army, and a communication from you to myself. The pilot of the Louisiana accompanied them, with a request from you that I should lay the buoys in the channel, if possible, that night, the enemy having removed the buoys a few evenings previous. About 2.30 p. m. United States steamers Southfield, Whitehead, and Seymour arrived. At 3.15 p. m., in obedience to orders received from Acting Volunteer Lieutenant C. F. H. Behm, got under way, in company with United States steamers Southfield, Whitehead, and Lockwood, to attack the battery on Hill's Point. Proceeded within easy range of the battery and commenced firing. 4 p. m., in obedience to signal from the Southfield, ceased firing. At 8.30 p. m. took five (5) boats in tow, loaded with ammunition, and towed them as far as the obstructions in the river. The boats proceeded towards Washington. After which, in company with Acting Master F. S. Wells, commanding United States steamer Seymour, and the pilot of the Louisiana, placed the buoys in the channel where the obstructions had been removed. At midnight went alongside transport steamer Thomas Collyer, and took on board as much ammunition as I could carry without seriously reducing the speed of the vessel. At 3 a. m. 4th instant, started to pass the battery on Hill's Point. At 3.30 a. m., when abreast of the battery, the enemy opened a heavy fire on us, but fortunately without effect. At 4 a. m. came to anchor two (2) miles below the battery on Rodman's Point, as the pilot was not willing to pass the battery in the night, owing to the intricate channel between Rodman's Point and Washington. Despatched the cutter, in command of the executive officer, to inform you that the Ceres was below Rodman's Point, and to request that you would open fire on the battery while we were passing it. At 6 a. m. got under way, and proceeded towards Washington; opened fire on the battery as soon as the guns would bear on it; passed it without receiving a shot from the enemy. At 7 a. m. arrived alongside United States steamer Louisiana and reported to you; delivered ammunition to the gunboats and garrison. At 12.30 p. m. went alongside the wharf at Washington, and took on board a detachment of troops for the purpose of occupying Rodman's Point. At 1 p. m. got under way and proceeded towards the point. When about twelve hundred yards off the point the enemy opened fire with two guns upon us. While endeavoring to turn around in the channel, the vessel, owing to the narrowness of the channel and the lowness of the tide, unfortunately grounded. Returned fire from the after Parrott 30-pounder; owing to the crowded state of the vessel with troops, could not fire as rapidly as we could have done had the decks been clear. Small boats from Washington came promptly to our assistance; transported the troops to the Washington side as rapidly as possible. After landing the troops, opened fire upon the battery with both rifled guns and 24-pounder Dahl-

gren howitzer. At 4 p. m. a shell from the forward 30-pounder Parrott gun, fired by Acting Master's Mate H. W. Wells, dismounted one of the enemy's guns. They immediately ceased firing and drew their other gun out of battery to another embrasure. At 8 p. m. a scow came down to our assistance; discharged everything on board, with the exception of ammunition and guns, that would have a tendency to lighten the vessel. At 11 p. m. vessel floated; proceeded towards Washington; grounded again, but succeeded in working off, and arrived at Washington at 2 a. m., 5th instant.

April 6.—No firing.

April 7.—Dismounted the after Parrott 30-pounder gun and mounted it in a battery on shore, to command the approaches from Pactolas; detailed a gun's crew, under command of Acting Master's Mate H. W. Wells and Acting Third Assistant Engineer John S. Harper, to fight it.

April 8.—At 8.30 a. m. enemy opened fire from Rodman's Point—a 32-pounder abreast of the fleet, and a gun in the swamp. Gunboats succeeded in silencing the swamp's battery, it only firing twice.

April 9.—At 11 a. m. enemy opened fire from Rodman's and the 32-pounder. None of their shots struck this vessel.

April 10.—At 9 a. m. enemy's batteries opened on the port outside the town; the battery at Rodman's firing occasionally at the fleet; during the afternoon enemy keeping up a continuous fire from Rodman's Point and the 32-pounder.

April 11.—During the afternoon enemy firing from Rodman's Point and the 32-pounder.

April 12.—Fired three rifled shot at the battery in the swamp.

April 13.—Battery on Rodman's Point opened fire on the fleet. At 3.30 p. m. enemy opened fire with a rifled 30-pounder gun, apparently from the cross-roads; returned fire; presume that the gunboats silenced it, as they ceased firing immediately after we had opened fire on it.

April 14.—Occasional firing from Rodman's Point and the 32-pounder gun.

April 15.—Enemy opened a heavy fire upon the gunboats from Rodman's Point and the 32-pounder, doing very little damage.

April 16.—At 9 a. m. received information that the enemy had raised the siege.

In obedience to your order, got under way and proceeded towards Rodman's Point; anchored about four hundred yards from the batteries; sent a boat, under command of Acting Master's Mate Harry A. Hudson, to reconnoitre. When about one hundred yards from the vessel, four companies of sharpshooters opened a fire of musketry, killing instantly Thomas Mallahan, acting third assistant engineer. Opened fire on the enemy immediately with shell and shrapnel. This fire was kept up for about twenty minutes, when the enemy beat a hasty retreat; proceeded towards Washington and took on board a detachment of the 5th Rhode Island volunteers; from thence proceeded to Rodman's Point and landed them.

April 17.—Took on board the after 30-pounder Parrott gun and mounted it. At 5 p. m. took on board two (2) buoys; got under way and laid them in the channel between Rodman's Point and Washington; anchored off Rodman's Point in a position to command the approaches to it.

I beg to call your particular attention to the gallant conduct and cool bravery displayed by Acting Master's Mate Henry W. Wells. No commanding officer could have been better supported than I was by him. I hope the department will make him an acting ensign. My thanks are due to Acting Second Assistant Engineer Hugh Rafferty, Acting Third Assistant Engineer John S. Harper, and Paymaster's Steward John C. Cross, for the faithful performance of their duty under very trying circumstances. The crew have received my thanks. I have to report the following casualties:

John M. Smith, seaman, mortally wounded April 4; since dead

Thomas Mallahan, acting third assistant engineer, killed April 16.

The damage done to the vessel is trifling. Subjoined is a list of ammunition expended.

I am, sir, very respectfully, your obedient servant,

JOHN MACDEARMID,

Acting Volunteer Lieutenant, Commanding U. S. Steamer Ceres.

Commander R. T. RENSHAW,

Senior Naval Officer, Washington, N. C.

UNITED STATES STEAMER CERES,

April 18, 1863.

SIR: I have the honor to submit the following report of ammunition expended during the siege of Washington, North Carolina:

30-POUNDER PARROTT GUN.

April 2, 1863.—Nine (9) 30-pound Parrott shells.
April 3, 1863.—Nine (9) 30-pound Parrott shells.
April 4, 1863.—Fifty (50) 30-pound shrapnel shells.
April 4, 1863.—Forty-six (46) 30-pound shells.
April 7, 1863.—Three (3) 30-pound shells.
April 12, 1863.—Two (2) 30-pound shells.
April 13, 1863.—Three (3) 30-pound shells.
April 15, 1863.—Two (2) 30-pound shells.
April 16, 1863.—Twenty-three (23) 30-pound shells.

24-POUNDER HOWITZERS, FIXED AMMUNITION.

April 4.—Twenty-one (21) shells.
April 4.—Twenty-four (24) shrapnel.
April 7.—One (1) shrapnel.
April 13.—Five (5) shrapnel.
April 16.—Fifteen (15) shrapnel.

Very respectfully, your obedient servant,

JOHN MACDEARMID,

Acting Volunteer Lieutenant, Commanding U. S. Steamer Ceres.

Commander R. T. RENSHAW,

Senior Naval Officer, Washington, D. C.

E.

Report of Acting Volunteer Lieutenant George W. Graves.

UNITED STATES STEAMER LOCKWOOD,

Off Newbern, North Carolina, April 7, 1863.

SIR: In obedience to your order, I proceeded, on the afternoon of the 31st ultimo, to Washington, North Carolina, with despatches. About 4 o'clock on the morning of the 1st instant, passed the army steamers John Faron and Emilee, with two schooners. At 9 a. m., same day, I arrived at the obstructions in Pamplico river, about 6 miles below Washington.

I found the buoys had been removed, and abreast of me, on the port hand, I discovered the old earthwork on Hill's Point had been reoccupied by the enemy,

who had five pieces of artillery mounted. I should judge I wasa bout 1,000 yards distant when I first discovered their position. I dropped down the river about half a mile and came to anchor. After remaining about half an hour without to any demonstration from the battery, I got under way and proceeded to the army boats. After a brief consultation with Brigadier Gen'l Spinola I returned to within three-fourths of a mile of the battery and opened fire upon it, without eliciting any reply; their object seemed to be to get my vessel between the two lines of spiling before they made any demonstration. During the afternoon I received two of the general's aids on board, who had despatched for General Foster, and ran up as far as the obstructions. Here I manned a small boat I had brought for the purpose with five of my men, directing them to pull past the forts, under cover of my fire, which they accomplished successfully. About dusk received from the Paron 20 kegs powder and 370 32-pounder shell, intending to run past the battery, and supply the boats at Washington, when an opportunity should offer. On the morning of the 2d instant, in company with the army tug Allison and sloop Granite, which I had in tow, I moved up to within 1,200 yards of the battery, and again opened fire with my 32-pounder and 12-pounder rifled. After five or six shots I succeeded in drawing their fire, which was directed with great accuracy, their two out of four shots hitting me, the first through the pilot-house and smoke-stack, about three feet above the steam-chimneys; the second through the engine room striking the steam-pipe and steam-chest, and glancing from there to the hurricane deck, fortunately doing no great injury. After exchanging a few more shots with the enemy, the Allison showing a disposition to keep out of range, and being fettered with the sloop in tow, I hauled off and came to anchor about 9 a. m., distant about 3,000 yards from the fort, as I estimated by the range of my 12-pounder rifle and the Granite rifle. I then proceeded to load my boats with the ammunition received the night previous, in order to run them up to our forces in Washington, my two boats, together with one from the sloop, carrying 96 rounds 32-pounder shell and 10 kegs powder. Acting Master's Mate A. H. Hicks was placed in charge. As the boats were about to shove off, the lookouts reported men in an old deserted battery on the starboard shore. I thought it prudent to wait until dark, in order to insure the safe passage of the boats. At 5 p. m. the United States steamer Ceres arrived. I immediately communicated with Acting Volunteer Lieutenant Macdearmid, who approved of my project, and sent me one of his boats. The ammunition was safely delivered, and the boats returned at 4 o'clock the next morning, having been fired upon with artillery and small arms from both sides of the river without effect. In performing this dangerous and arduous service, Acting Master's Mate Hicks has added to his already acquired reputation as a cool, trust-worthy, and brave officer, and I recommend him to your favorable notice for promotion. Enclosed I forward list of the men who volunteered for this service, and who, I think, ought to be rewarded in some way. On the 3d instant, about 2 o'clock in the afternoon, we were re-enforced by the gunboats Southfield, Whitehead and Seymour, from Plymouth. After a consultation, moved up to the battery with our fleet, and fired about 40 rounds, when the signal was made to cease firing. As the boats were heading down the river, the fort which had remained silent under our fire replied with three shots, none taking effect. At 7 p. m. sent my small boat, in charge of Acting Master's Mate Edward S. Austin, with 56 rounds 32-pounder shell, to Washington. He performed his mission successfully, notwithstanding the enemy's attempt to prevent, by firing upon him with artillery and musketry. On the 5th instant commenced taking in ammunition, about 3 a. m., for use of our forces at Washington; having as much as we could conveniently transport, I took in tow transport schooner having on board about four companies of infantry, six pieces of artillery, and a large quantity of ammunition, designing, in accordance with orders the night previous, to run past the batteries, while the balance of the boats engaged them. Ran up to the Southfield and reported,

when the order was countermanded, and I was instructed to return the troops to the transports. Late in the afternoon my boiler commenced leaking to such an extent as to put out the fires. I ordered the engineers to blow out the water and repair it temporarily with all possible despatch, and my thanks are due to Acting Second Assistant Engineer J.T. Newton and Acting Third Assistant Engineer John I. Miller for the energy and promptness they displayed in complying with my orders. At 9 p. m. had steam again. On the 6th instant received a supply of ammunition from Gunner E. A. McDonald, for the use of this vessel. At 8 p. m. received orders to proceed here, from Senior Officer W. P. McCann.

Very respectfuliy, your obedient servant,

G. W. GRAVES,
Acting Volunteer Lieutenant Commanding.

Commander H. K. DAVENPORT,
Senior Officer, Commanding
Naval forces inland waters and sounds, N. C.

Ammunition expended.

Seventy-three 32-pounder shell.
Sixty-five 12-pounder (rifle) shell.
Seven 12-pounder (smooth bore) shrapnel.

—

List of men who volunteered their services to forward ammunition past the batteries on Pamplico river, North Carolina, for the benefit of our forces in Washington:

Walter Thompson, seaman, (twice;) George S. Long, seaman; William Wilbur, seaman; Peter Peterson, seaman; L. Lawson, ordinary seaman; J. Purcell, ordinary seaman; H. Vincent, ordinary seaman, (twice;) T. Staynor, ordinary seaman; James Kelly, landsman.

Very respectfully,

G. W. GRAVES,
Acting Volunteer Lieutenant Commanding.

UNITED STATES STEAME LOCKWOOD,
April 7, 1863.

F.

Report of Acting Master Wm. G. Saltonstall.

UNITED STATES STEAMER COMMODORE HULL,
Off Hill's Point, Pamplico River, April 20, 1863.

SIR: In accordance with your instructions and the wishes of Major General Foster, I got under way in this vessel at 1½ p. m. of March 30, 1863, and dropped down river for a distance of half or three-quarters of a mile to a position where I could command with my guns the high land in the rear of the town, which I was directed to shell in case of the expected attack taking place. At a few minutes before 8 p. m., the signal of attack being made from the fort, I commenced firing from both my 30-pounder Parrott rifles upon the rear hills and woods leading into town, and continued to do so for fifty-five minutes, when I received orders from you to reduce my fire to one shot every half hour, which

I continued to throw for two or three hours, when all becoming quiet on the town side, I ceased firing in that direction, having discharged thirty-eight rounds.

At 10 p. m. I heard musketry and howitzer firing on the opposite side of the river, up the road leading from Rodman's Point, where Captain Lyon's company of North Carolina volunteers had been stationed, with orders to hold it at all hazards. I assisted him with a few howitzer shrapnel from time to time.

Tuesday, March 31, 1863.—At 2 a. m. saw a flatboat similar to that in which Captain Lyons had gone down approaching my vessel; sent a boat to communicate, which, returning, reported that our forces had been driven from the point by the enemy, and been obliged to embark. Captain Lyons, however, announced his intention of returning to the point at dawn to ascertain the position of affairs. It rained very hard all the morning, and just at dawn musketry and howitzer firing was heard at the eastern point, and I soon distinguished the flatboat just clear of the land, sustaining and returning a very heavy fire. I immediately shelled the point, when the enemy hastily retreated and the boat crossed the river. I sent a boat to her relief in charge of a master's mate, who returned about noon, having been unable to tow the flat up river against the stormy wind and tide. He also reported that the boats had been fired upon from a battery established during the night at Hill's Point, some five miles below on the right river bank opposite the barricade. Captain Lyons had assured him that, had it not been for the assistance of our shells in the morning, that his whole force would have been killed.

The afternoon and night passed quietly, with the exception of an occasional shell thrown at Rodman's Point whenever I observed any one there. Your order, received during the afternoon, to proceed down the river and shell the battery at Hill's Point, I was unable to obey, owing to the extreme lowness of the water on the bar just below me, there being only six and a half feet, while this vessel was drawing eight. During the night of Tuesday, and morning of Wednesday, April 1, I kept as sharp a lookout as possible on Rodman's Point, and at early dawn sent a boat to ascertain the depth of water in the channel, with a view to carry out your order of the previous day with regard to Hill's Point, and with orders to approach as near as practicable to Rodman's Point to ascertain if any change had been made there during the night.

At 5.45 p. m., just as my boat had regained the vessel, we were suddenly and warmly attacked from a battery of apparently four guns erected on Rodman's Point, at a distance of about 900 yards, and immediately afterwards by two field-pieces stationed in a cornfield on the right bank of the river, on my port quarter, at a distance of between 700 and 800 yards. At once went to quarters, and as warmly returned the fire from my after pivot gun on the Rodman's Point battery, and my forward pivot and the two port howitzers on the battery in the cornfield. The after starboard howitzer carriage was disabled by the first shot of the enemy striking it at the fighting bolt and smashing it badly.

After using the after port howitzer for a while the slide got broken by the excessive recoil of the piece. I therefore shifted the gun and slide of one to the carriage of the other. I also transported my starboard forward howitzer aft to the port side, but a casting which I had had made here broke at the first fire, rendering it useless. Assisted by the fire of the Louisiana and Eagle (army boats) we soon caused the battery in the cornfield to cease firing and change position to their right, thus relieving me a while from their fire, which was, however, soon renewed again. The action continued very hot for upwards of an hour and a half on both sides, when I found they had obtained my range so accurately that every shot was coming on board from Rodman's Point, and, from our position, raking us, while the cornfield battery caused us to be in a bad cross-fire. I therefore reluctantly concluded to get under way and try to change

my position and their range, though I feared from the extreme lowness of the river, and my position between two shoals, that it would do me but little good, as their guns at Rodman's Point seemed all rifled, with apparently one or two Whitworth's among them, and a 20-pounder Parrott. Still fighting my after pivot, I got up anchor and steamed up the channel for 150 yards, when the vessel touched on the sand shoal, and being unable to back her off, and the water still falling fast, she remained a fixture there for the most of the day, soon being in seven feet of water. The tide, owing to the stormy northwest wind, unfortunately for us, was most unusually low on that day. I now laid with our stern towards the Rodman's Point battery, and the cornfield battery well on my front quarters; the latter soon changing so far aft that I could bring no guns to bear on it with much effect, except the after pivot, which was busily engaged with the other battery.

This was served with great coolness, precision, and good effect, I believe, until 12½ p. m., when my rifled ammunition was all expended, having fired 159 shell and shrapnel since the commencement of the engagement. As I could do no more fighting, there being no more ammunition to be had for my large guns, and my howitzers being of no use, as I was unable to train them, I was most reluctantly compelled to cease firing and send the men below to be as much as possible out of danger, while I went up to report the state of affairs to you, and was directed if possible to obtain a pilot who could take me down river when the water rose, my own being perfectly useless from fright, proceed to Newbern to get more ammunition, and return as soon as possible. I tried in vain to find a pilot; no one would go, and had they been willing, said it was impossible to succeed, as the buoys on the barricade had been removed. I was therefore obliged to abandon this plan, and returned on board to find the concentrated fire from the two batteries hotter and more accurate than ever, and the cross-fire cutting the vessel up very badly. It seemed as if they wished to complete our destruction that night, for they did not direct a shot at any other object. From 5 to 5½ p. m. I counted 25 shot and shell thrown at the vessel, 12 of them taking effect, yet strange to say that during the day she was not vitally injured in any part; her machinery, boilers, steering apparatus, and guns, with the exception of one howitzer, remained untouched, and though the deck and cabins were strewn with splinters and fragments of every description, and everything above decks was more or less affected, only three men were wounded, and only one of them seriously, but not dangerously, by the fragments of muskets, caused by a shot striking the rack and breaking eight of them. The most serious injury the vessel sustained was the shooting away of two of the "king ports," causing the large iron cross braces to come down on deck, thereby getting the shaft considerably out of line. The Whitworth solid shot pierced through the iron plates about the boat and pilot-houses as if they had been of paper, and one shattered the fresh-water condenser. The light planking of the sponsors outside was very badly cut up, but no shot had penetrated into the hull, and she did not leak. The smoke-stack was riddled and its braces almost all shot away. My lying stern on, I think, happened providentially, as the boat presented a much smaller mark for the enemy, and the sponsor planking broke the power of the shot below the deck without damaging the hull itself. At dark the firing, which during the afternoon had been almost all upon one side, ceased, I firing the last shot (which I had reserved) for the day, and about 8 p. m., the wind having moderated and the water in the river came up enough to float us, I moved up to my old anchorage abreast of the lower part of the town.

Upon examination I found that the vessel had been struck over ninety separate times, but through God's mercy we escaped destruction and death, or even very serious injury. My crew, after the first ten minutes at the commencement of the action, behaved remarkably well for men unused to the business, as

many of them were; and my officers, especially those on the after deck, who had most of the fighting to do, viz: Acting Ensign Da Camara and Acting Master's Mate Haraden, behaved with coolness and bravery, showing in their own conduct an admirable example to the crew. By your directions I sent Acting Ensign Da Camara down the river in a small boat with six men and important despatches for Newbern. He passed safely through the blockade, and did all in his power to forward them to Newbern with despatch; for, finding no steamer going, he put out into the sound in a heavy gale, and was only saved from swamping by the timely assistance of the Ceres, which brought him back to the lower fleet, when a steamer conveyed him to Newbern. He returned at once in the gunboat Hunchback, and subsequently brought through the blockade a schooner loaded with ammunition. He is deserving of promotion. On my arrival in town I procured some cotton bales with which to protect my crew at the guns.

Thursday, April 2, 1863.—All was quiet until the afternoon, when I fired a few shell, unexpectedly found in town, at an earthwork being thrown up by the enemy in the cornfield on the right bank of the river near the battery of yesterday. Towards sundown they completed it, and fired a few light rifled shell to get our range, which they did with accuracy.

Friday, April 3, 1863.—Finding last evening that the battery in the field was likely to do us some damage by their fire, to which I could make no reply, being entirely out of rifled ammunition, I deemed it prudent to haul the vessel ahead at daylight, to bring the little island in the river abreast of us, between the vessel and the battery. I had scarcely done so, when at 6 a. m. an earthwork mounting one gun, a 12-pounder, opened upon me at a distance of six hundred and fifty yards, directly abreast of the vessel, in the swamp on the right bank of the river, it having been placed there during the night. The first shot entered the wardroom and passed out of the vessel through my cabin on the other side. The second, a shrapnel, entering at the water-line and exploding in the fire-room. I at once replied from my two port howitzers, assisted by the Eagle and Louisiana, and a lively fire ensued. This vessel was struck six times, the shell frequently going through or exploding inside. I soon obtained the exact range, bursting the shrapnel at every discharge directly over the breastworks, making it dangerous to load their gun. The enemy inside remained under cover of the work, scarcely ever showing themselves after the first hour, until 10½ a. m., when they suddenly left and retreated up the road. A sharp lookout was kept during the day, and whenever any movement was observed a shell was fired. By your orders I kept up an occasional fire in that direction during the night. Between 9 and 10 p. m. four boats arrived from the lower fleet, bringing ammunition for us.

Saturday, April 4, 1863.—At daylight could see nothing of the gun in the swamp battery. Observed the United States steamer Ceres coming up from below, and when abreast of Rodman's Point I opened fire on the works there with my rifled guns at a distance of about a mile, as did the Ceres and army boat Eagle. No response was made by the enemy to our fire, and she arrived safely, bringing us additional ammunition. About noon the Ceres passed down the river again, with two companies of the 44th Massachusetts regiment volunteers, intending to land them at Rodman's Point in case the enemy had evacuated, which, from their silence in the morning, it was thought they might have done. As soon, however, as she got abreast of the Point, the batteries suddenly opened, and in trying to return she got aground. I instantly opened fire from my after pivot gun, and at once despatched my two cutters and gig to assist in conveying the troops on shore, and rendering her all possible aid. Towards 4 p. m. the fire of the enemy ceased, as did mine. About sundown fire was opened at this vessel from the battery in the cornfield, which had become a

very substantial work. I replied only occasionally, ammunition being scarce. Their fire was very accurate.

Sunday, April 5, 1863.—The day passed quietly, without action on either side.

Monday, April 6, 1863.—Generally quiet to-day. I did not fire, and was not fired at. Acting Master Josselyn, my executive officer, ran the blockade of the river, after dark, with a cutter and eight men.

Tuesday, April 7, 1863.—During the day this vessel was continually fired at from all the rebel river batteries. We only replied to the one in the swamp abreast of us, which was soon silenced. A 32-pounder gun had been placed in the cornfield battery which threw solid shot at us, one of which came on board, striking and going through quarter deck, and thus glancing up and going out through the hurricane deck. Another struck the water just under port counter, and glancing, struck the vessel just at the water-line, inflicting a bad wound, but not going through. The enemy fired ninety-six shot, mostly at this vessel, as she was nearest them.

Wednesday, April 8, 1863.—The river batteries again opened upon us, firing solid shot and shell, as during yesterday. I only replied to the swamp battery, which was soon silenced. The vessel was struck twice by solid 32-pounder shot, one striking the port paddle-wheel, breaking the arms and floats, and badly crooking the flange. A 20-pounder Parrott shell struck the birth deck and exploded, doing no great damage.

Thursday, April 9, 1863.—A comparatively quiet day, a few shot only being fired at us from the lower batteries, to which I made no reply, reserving my ammunition for closer action.

Friday, April 10, 1863.—Acting Master Josselyn and Acting Ensign Da Camara arrived during the night from the lower fleet, the latter bringing through a small schooner loaded with navy ammunition. Mr. Josselyn started with a similar one, but subsequently returned to the lower gunboats, the wind dying out, and came up in the cutter, bringing some army officers and despatches. This vessel, though frequently fired at, was not struck. Sent a boat in charge of an acting master's mate down the river, at night, by your orders.

Saturday, April 11, 1863.—No action on our part, and the gunboats undisturbed by the enemy's fire, it being all directed at our shore battery.

Sunday, April 12, 1863.—Acting Master's Mate Wilkisson returned safely from below, bringing despatches from General Foster. By your advice I opened fire at 8 a. m. from my rifled guns upon the swamp battery abreast of us, which had been very much built up and strengthened during the night by sand-bags and cotton bales, having two embrasures, but then mounting no guns. Our practice was excellent, a dozen well-directed shell injuring it very badly, throwing over and bursting the bales, setting the cotton on fire, and rendering the work a ruin. Continued firing occasionally during the rest of the day and night at it, as I thought they were at work then.

Monday, April 13, 1863.—The usual large amount of firing in front of the town and from the river batteries at the vessels occurred, the latter generally averaging about 100 shots per day. At 11½ a. m. we were struck by a 20-pounder Parrott shell on the starboard side of the after pilot-house, carrying the wood work entirely away, and bursting on deck set some of the broken wood on fire, which was soon extinguished. The projectiles would frequently ricochet over us, barely clearing the vessel. I fired occasionally at the swamp battery, to keep all out of it. Transport steamer Escort and two schooners arrived from lower fleet safely, with stores and ammunition, having passed through a very heavy fire.

Tuesday, April 14, 1863.—Very much the same state of things as yesterday, we being subjected to the usual daily fire without returning it. I fired a few

rifled shell at the swamp battery, where the enemy had erected a flag. It soon fell over, torn to pieces. All quiet during the night.

Wednesday, April 15, 1863.—Firing at us going on all day at intervals, continuing some time after dark, but without serious effect, and without eliciting reply.

Thursday, April 16, 1863.—At 10½ a. m., the enemy having apparently withdrawn the guns from all their batteries, I proceeded, in obedience to your orders, but with difficulty, owing to the low water and ignorance of my pilot, to within 1,000 yards of Rodman's Point, and joined the Ceres and Eagle in shelling the works there. After an hour and a half, our fire not being returned from cannon, I went back with the other boats to town. In the afternoon the lower fleet coming up shelled the point, and late in the day it was occupied by our troops.

Friday, April 17, 1863.—At 1½ p. m., by your orders, got under way, and proceeded to off Hill's Point, of which our troops had taken possession during the day, with directions to remain there for their protection until further orders.

I will now close this necessarily very long report, covering a period of eighteen days. Accompanying it are reports of ammunition expended and received, and of the injuries received by the vessel.

I cannot close without speaking in the highest terms of my crew. They have worked bravely and willingly throughout the long siege, and though exposed to constant danger and many discomforts from the dilapidated condition of their quarters, caused by the enemy's shot, and the impossibility of having a fire in the galley, we being so often in action, they never murmured, but were always ready for duty night or day. To my officers, viz., Acting Master Francis Josselyn, Acting Ensign J. O. Johnson, and J. B. Da Camara, jr., and Acting Master's Mate A. F. Haradon, I am also much indebted. They showed throughout an earnest desire to do their duty, and to defend the vessel and town to the last. It would give me pleasure to see the two ensigns promoted to acting masters, as they are fully competent. Mr. Haradon had resigned a few days previous to the action. The vessel, though struck altogether 108 times, and needing repairs very much, can still be of service.

Through God's mercy I have no deaths to record; and of the three men wounded in the action of April 1, two are again on duty, and the third soon will be.

I am, sir, very respectfully, your obedient servant,

W. G. SALTONSTALL,
United States Navy, Acting Master Commanding
United States Steamer Commodore Hull.

Commander R. T. RENSHAW,
United States Navy, Commanding Naval Officer at
Washington, North Carolina, United States Steamer Louisiana.

SIR: The following is a report of the ammunition expended and received on board this vessel from March 30th to April 18th, inclusive, and injured to her armament.

March 30.—Ammunition expended: 30-pounder Parrott shell and shrapnel, thirty-eight rounds; 24-pounder howitzer shrapnel, five rounds.

Tuesday, March 31.—30-pounder Parrott shell, eight rounds; 24-pounder howitzer shell.

Wednesday, April 1.—30-pounder Parrott shell, one hundred and fifty-nine rounds; 24-pounder howitzer shrapnel, fifty rounds.

Thursday, April 2.—30-pounder Parrott shell, four rounds.

Friday, April 3.—24-pounder howitzer shrapnel, one hundred and twenty-two rounds; shell, thirty-three rounds; canister, four rounds.

Saturday, April 4.—30-pounder Parrott shell, fifty rounds.

Tuesday, April 7.—30-pounder Parrott shell, nine rounds; 24-pounder howitzer shrapnel, three rounds.

Wednesday, April 8.—30-pounder Parrott shell, three rounds; 24-pounder howitzer shrapnel, five rounds.

Sunday, April 12.—30-pounder Parrott shell, twenty-one rounds; 24-pounder howitzer shell, five rounds; shrapnel, one round.

Monday, April 13.—30-pounder Parrott shell, five rounds; 24-pounder howitzer shrapnel, four rounds.

Tuesday, April 14.—30-pounder Parrott shell, three rounds; 24-pounder howitzer shrapnel, two rounds.

Thursday, April 16.—30-pounder Parrott shell, thirty rounds.

Saturday, April 18.—24-pounder howitzer shrapnel, one round.

Ammunition received from April 3, 1863, *to April* 18, 1863.

30-pounder Parrott shell, two hundred and fifteen; 24-pounder howitzer shell, one hundred and sixty-two; shrapnel, eighteen; powder, pounds, seven hundred and forty-seven; primers, number, 500.

The 30-pounder rifle carriages have been somewhat injured—one by an accident, and the other by a shot—but not seriously. One of my howitzer's carriages needs strengthening to make it serviceable. The howitzer elevating screws are all badly bent, and it is difficult to straigthen them properly.

W. G. SALTONSTALL,
Acting Master, Comd'g U. S. S. Commodore Hull.

Commander R. T. RENSHAW,
U. S. Navy, U. S. Steamer Louisiana.

Report of Acting Master E. Boomer.

UNITED STATES SLOOP GRANITE,
Off Ocracoke Inlet, North Carolina, April 27, 1863.

SIR: I have the honor to report to you the proceedings of this vessel while in Pamplico river. In obedience to your orders of the 1st instant, I got under way at 8.30 p. m., from Newbern, bound to Washington. Anchored off Bath's creek, Pamplico river. 2d instant at 5.30 a. m., got under way and proceeded up Pamplico river; when off Moll's Point the United States gunboat J. L. Lockwood took me in tow. Run up off Hill's Point 7.30 a. m. Engaged the enemy's battery on that point, at about 1,400 yards distance. At 8.50 a. m. hauled off out of range. Expended 13 fifteen-inch and 5 ten-inch shell.

I am happy to state that there were no casualties on board this vessel. 4th instant I was ordered to drop down the river below Moll's Point to protect the transport and ammunition vessels, which duty I performed until the 18th instant, when I received your order of the 17th, per steamer Whitehead. At 3 p. m. got under way and proceeded down the river. Arrived off Portsmouth, Ocracoke inlet on the 19th instant.

I am, very respectfully, your obedient servant,

E. BOOMER,
Act'g Master U. S. Navy, Comd'g U. S. Sloop Granite.

Commander H. K. DAVENPORT,
Senior Naval Officer, Sounds of North Carolina.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., May 29, 1863.

SIR: On the 24th instant I received from Commander Davenport, senior officer in sounds of North Carolina, a communication, dated May 15, quoting the following extract from Brigadier General Spinola's report of the recent military operations of Pamplico river, below the batteries on Hill's Point, (see my No. 569, of May 26.)

"I cannot close this report without bearing testimony to the gallant conduct of the navy while acting in conjunction with my command, particularly Captain Macdearmid, of the gunboat Ceres."

The conduct of the lieutenant commanders of the gunboats engaged was all that could have been expected of them. They manifested great bravery, coupled with a willingness to do all in their power to relieve the garrison.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

NAVAL OPERATIONS ON THE CHOWAN AND ROANOKE RIVERS.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., May 27, 1863.

SIR: A report from Lieutenant Commanding Flusser, dated May 6, has information of recent naval operations in Albemarle sound and its tributary streams.

Acting Volunteer Lieutenant French, who was sent with the Whitehead to cruise about the eastern end of the sounds to break up the contraband trade there, under date of the 5th, reports to Lieutenant Commanding Flusser that on the 26th ultimo he captured a large two-masted boat (without deck) containing some five hundred (500) barrels of tobacco, sailed and owned by a Mr. Sawyer, of Edenton, who acknowledged himself a rebel; he was bound to Nag's Head after goods.

In the Alligator river he reports that he captured or destroyed several boats which were engaged in illicit traffic, and seized on shore in different places pork, bacon, leather, tobacco, bags, lard and tallow, belonging to persons who, as Acting Volunteer Lieutenant French says, "are directly engaged in supplying the rebel army, as the proof is in my opinion from perfectly reliable men." Their houses are said to be used as depots for rebel supplies.

The Valley City was sent up the Chowan river. Under date of the 4th her commanding officer reported the capture or destruction of several boats, the dispersion of rebel pickets, the capture of their arms. He ascended as far as the State line. On his return he sent Acting Ensign J. Cullaton on shore with an armed boat's crew, and burned the grist-mill of J. B. Hare, which, as he learned from papers found on the premises, was grinding corn for the rebel cavalry. While proceeding down the river the rebels opened fire on the Valley City. Acting Ensign John Cullaton received a serious, though not fatal, wound through the groin by a rifle ball. The Valley City replied promptly with musketry, shell, grape and canister, killing and wounding it is supposed a number of the rebels.

Lieutenant Commanding Flusser reports that lately, when at Hertford, on the Perquimans river, the rebels were all about gathering in provisions for their army at Suffolk.

He landed at Hyman's Ferry, on the Roanoke river, with soldiers and sailors, captured a cavalry picket of four men, with their arms, in which affair William Benson, of the Commodore Perry, was severely, though not dangerously, wounded by a rifle ball through the right shoulder.

* * * * * * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EVACUATION OF WEST POINT BY THE ARMY, SUPPORTED BY THE NAVY.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, June 3, 1863.

SIR: West Point, on the York river, was evacuated on the afternoon of May 31 and the morning of June 1.

At the request of Major General Dix, dated May 30, I directed Lieutenant Commander Gillis to give Major General Keyes all the support in his power in this movement. Lieutenant Commander Gillis, under date of June 2, reports to me that the Commodore Morris, Commodore Jones, Morse, and Mystic covered the embarcation; that the operation was effected without the slightest accident, and without any demonstration by the enemy; that everything belonging to the United States government was safely removed, the gunboats taking on forage and ammunition; and, on the morning of the 2d instant, that all the troops and stores were safely on land at Yorktown.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES.
Secretary of the Navy, Washington, D. C.

COMBINED NAVAL AND MILITARY OPERATIONS ON THE MATTAPONY RIVER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, June 3, 1863.

SIR: Under date of May 27 Lieutenant Commanding Babcock, of the Morse, reported to me that on the 22d, at Major General Gordon's request, he sent three armed boats' crews to accompany a land force up the left bank of the Mattapony river, and that the combined forces captured six mules, which were given up to the army. He also states that on the next day, at the general's request, he sent all boats armed ashore with some troops, and captured five hundred bushels of corn for the army. * * * * * * *

I enclose herewith a report of Lieutenant Commanding Gillis, of the Commodore Morris, dated May 22, on his transporting the troops and covering the operations of an army foraging party, under Brigadier General Kilpatrick, in atthews county, which party destroyed property which they thought useful to rebels, and captured horses, cattle, and sheep.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commanding Jas. H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, May 22, 1863.

SIR: I have to report that at the request of Major General Keyes I have acted in conjunction with Brigadier General Kilpatrick, by covering his operations in Matthews county.

The object of the expedition was to mount all the dismounted men under his command. On the morning of the 20th instant I took on board one hundred men from the 4th Delaware volunteers, under Major La Mott, and with the Winnisimmet in company, proceeded to North river, where I arrived at half-past five p. m. I remained at this place until communication was had with General Kilpatrick, and in the evening I went in East river to cover his operations there. I remained at this place until about nine o'clock the next morning, and then started for the rendezvous on North river. After we arrived some horses were brought on board the Winnisimmet, and we lay quiet all day, waiting to hear from the different squads of cavalry that had been sent out. At six o'clock, all being ready for a departure, I took on board two hundred of the 4th Delaware volunteers, and started for Yorktown, where we arrived at half-past twelve last night. About three hundred horses, one hundred and fifty head of cattle, and a large number of sheep, were captured by the cavalry during their march through the country. General Kilpatrick and Lieutenant Colonel Sydam, in obedience to orders issued to them, destroyed all the property which they considered useful to the rebels.

Everything remains quiet, as usual, at West Point.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

REPORT OF THE FIRING UPON UNITED STATES MAIL-BOAT SWAN IN YORK RIVER.—RETALIATORY MEASURES BY THE NAVAL VESSELS.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, June 4, 1863.

SIR: I enclose (A) the report, dated May 26, of Lieutenant Commanding Gillis, enclosing the report of Lieutenant Commanding Babcock, of the United States steamer Morse, regarding the firing by rebel artillery on the United States mail-boat Swan from a point on York river, about four miles below West Point, on the afternoon of the 23d ultimo, when the Morse was moved at once to the spot, returned the fire, landed three boats' crews and burned twelve houses in the vicinity, three full of corn, three full of bacon, three out-houses and three dwelling-houses.

I required Lieutenant Commanding Gillis, senior officer in York river, to investigate the matter, and report why the buildings were burned; whether they were occupied; whether anything was taken from the houses, &c.

I respectfully enclose his reply (B) of June 3, accompanied by a letter of

June 2, from Major General Gordon, in command at that point at that time, justifying the act, and stating that it was done at his suggestion.

I have the honor to be, sir, very respectfully, yours.

S. P. LEE,
Acting Rear-Admiral, Comm'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

Report of Lieutenant Commanding Jas. H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, May 27, 1863.

SIR: Enclosed please find report of Lieutenant Commanding Charles A. Babcock, commanding United States gunboat Morse, in relation to an attack on the United States mail-boat Swan, on Saturday last.

I have had the boat convoyed since that time, and thus far there has been no more trouble.

Everything remains quiet, and there has been no other demonstration by the enemy since my last report. General Ord has taken command at West Point.

I am happy to state that the blockade in this vicinity is so strict that I am able to get information from all of those who are not immediately engaged in breaking it, and I have strong hopes of being able to break it up entirely in a very short time.

I am, very respectfully, your obedient servant,

J. H. GILLIS,
Lieuten't Com'ding and Sen'r Officer, York River and vicinity.

Report of Lieutenant Commander Charles A. Babcock.

UNITED STATES STEAMER MORSE,
Off West Point, Mattapony River, May 27, 1863.

SIR: At 3.30 p. m. yesterday, four miles below West Point, on the right bank of the York river, a number of rebel artillery opened fire on the United States mail-boat Swan while on her passage up from Yorktown. Got under way immediately, and in a short time drove the enemy. General Gordon and staff came down in a tug, and came on board. All my officers and crew behaved well. Silenced the enemy completely after firing a few rounds.

Manned the three boats with armed crews, Mr. Merry (executive officer) having charge of first cutter, accompanied by Chief Engineer Devine, Mr. Russell (acting ensign) in gig, and Mr Dunne (acting master's mate) in second cutter. Went on shore and burned twelve houses in the vicinity, three full of corn, three full of bacon, three out-houses, and three dwelling-houses. After firing the houses the boats returned on board in safety.

Captain Wright, of the Mystic, did all in his power to be on the spot as soon as possible, and rendered very efficient service, his boats accompanying our own.

Two of my breechings carried away one IX-inch at the second fire, and one 100-pounder Parrott after firing four rounds; also two side tackle blocks split at IX-inch gun, and one rammer and handspike, also at IX-inch, broken.

On account of the limited space, I had to be very careful in firing the guns,

and could only fire one at a time on each end, as it would endanger the lives of the crew.

The breeching bolts all held good, but the forward part of the house is very much shattered, and a great many windows fore and aft broken.

The reason that I burnt the houses was that the rebels fired from and behind them on an unarmed mail-boat.

I am, sir, very respectfully, your obedient servant,

CHAS. A. BABCOCK,
Lieutenant Commander.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, United States Flag-Ship Minnesota.

B.

Explanatory report of Lieutenant Commander J. H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Virginia, June 3, 1863.

SIR: In reply to your letter of the 30th of May, in reference to the burning of certain buildings on York river, below West Point, by Lieutenant Commander Babcock, of the Morse, I would state that upon investigation I find the buildings were burned because the rebels had placed their battery in front of and on each side of them, and were in occupation of them at the time, the officer in command being in the largest one, and watching the effect of and directing the firing. The occupants of the houses had all been sent away before the attack on the Swan was made. No search of the buildings was instituted, and the only property I can learn of being brought off is a thermometer and an old clock, which were brought off by the men of the Morse. The former is on board the Morse, and the latter was taken ashore by the adjutant general at West Point.

General Gordon was on board of the Morse at the time the buildings were burned, and considered the act perfectly justifiable, and the opinion of both himself and General Keyes is that if the prompt measures which were taken by Lieutenant Commander Babcock had not have been, the consequence would have been that every unarmed boat that passed up and down the river would have been fired into, unless convoyed by a gunboat. The three buildings were owned respectively by the following men: Woodhouse, Leacy, and Blossingham. Mr. Woodhouse lives in Richmond, and his house was occupied by his overseer, a man by the name of Drake. Mr. Leacy occupies his own house, and is reported to be a strong secessionist, and is magistrate of New Kent county. He has aided and abetted the rebel cause. Mr. Blossingham also occupies his own house, and is a strong secessionist. He has a substitute in the rebel army. I have obtained all this information from Mr. Wright, who has lived in that neighborhood, and knows all the parties.

Enclosed please find a communication from General Gordon to Lieutenant Commander Babcock in relation to the matter.

I have the honor to be, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Letter of General H. Gordon to Lieutenant Commander Babcock.

HEADQUARTERS GORDON'S DIVISION,
Yorktown, Virginia, June 2, 1863.

SIR: You have asked my opinion as to whether you were justified in causing the destruction, by burning, of private houses on the York river, near the location of a rebel battery, which fired upon my mail-boat in her passage from Yorktown to West Point, Virginia, on the date of the 23d of May, 1863. This rebel battery, secretly placed in position, opened fire on an unarmed mail and passenger boat, in which women and children are often conveyed, and which women were passengers at the time of firing. I requested you to proceed to the position of the battery as soon as the firing was reported to me. You went immediately, but were unable to inflict any punishment upon the guerillas, who fled at your approach.

Seeing no mode of properly punishing the perpetrators of this outrage, and preventing its recurrence, but by a retaliatory act which should interest the residents of the York river, in petitioning their rulers to prevent acts not justified in warfare of civilized nations, I suggested the burning of the dwellings immediately around the scene of the firing. You took the responsibility and burned their dwelling-houses. I entirely justify your course, and commend its efficient workings to other commanders.

Since your punishment of guerillas, not another shot has been fired at my boat. Condemning, as I do, as barbarous in the extreme, all destruction of private property in the land of an enemy not made necessary by the exigencies of war, I fully, in the case above, justify your action.

Very respectfully, your obedient servant,

General H. GORDON,
Commanding Division.

Lieutenant Commander BABCOCK,
Gunboat Morse, Yorktown, Virginia.

JOINT EXPEDITION OF ARMY AND NAVAL FORCES UP THE MATTAPONY RIVER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, June 7, 1863.

SIR: The enclosed report from Lieutenant Commander J. H. Gilliis, commanding United States steamer Commodore Morris, dated June 6, relates to a joint expedition of army and naval forces up the Mattapony river.

The main object of the expedition, according to Major General Keyes, was to destroy a foundery at a point on the Mattapony river, some 10 miles above Walkertown, where it was said ordnance matter was manufactured for the enemy.

With this purpose, four hundred infantry, on the morning of June 4, embarked at Yorktown on board the United States steamer Commodore Morris, Leutenant Commander Gillis, the United States steamer Commodore Jones, Lieutenant Commander Mitchell, the army gunboat Smith Briggs, and the transport Winnissimmet.

The expedition proceeded to Walkertown, about 20 miles above West Point, on the Mattapony river, where it arrived at 2 a. m. on the 5th.

Here the troops were landed and marched to Aylett's, where the objects of the expedition were successfully accomplished, and the foundery, with all its machinery, together with mills, grain, &c., destroyed.

The land forces also destroyed grain at other places, and captured horses, mules, and cattle, and at 5.30 p. m. re-embarked.

The vigilant disposition of Lieutenant Commander Gillis kept the river below clear, and the rebels, attempting demonstrations at several points on the banks, were dispersed by the gunboats.

The navy had no casualties. It seems likely that the entire success of the expedition was owing to our evacuation of West Point only five days before, thus precluding the probability of any immediate movement in that direction, and throwing the enemy off his guard.

The report of Lieutenant Commander Gillis is accompanied by that of Lieutenant Commander Mitchell, and a copy of the preliminary order of Major General Keyes.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Major General E. D. Keyes.

HEADQUARTERS FOURTH ARMY CORPS,
OFFICE OF COMMANDING GENERAL,
Fort Yorktown, Va., June 4, 1863.

A combined expedition of land and naval forces will leave this place at six (6) o'clock this p. m. with the purpose of destroying a foundery at a point on the Mattapony river, some ten (10) miles above Walkertown.

The land force will consist of four hundred (400) infantry, one hundred (100) each from the 4th Delaware, 168th New York, and 169th and 179th Pennsylvania D. M., assisted by three (3) gunboats and a transport under Lieutenant Commander Gillis, United States navy.

The main purpose of the expedition is to destroy the foundery where it is said shot, shell, guns, and other instruments of rebellion are manufactured. In addition to that, all collections of supplies for the rebel army will be captured or destroyed, horses and mules fit for the saddle and for draught, also sheep, cattle and swine, fit for slaughter, will be captured as far as practicable. It is strictly forbidden, however, to take anything not useful to troops in the field.

As the expedition is intended to penetrate far within the enemy's lines, the infantry are expected to set out with a determination to achieve success at any cost. Volunteers will be called for to move at (30) thirty minutes' notice, and the commanding officers will be designated at the moment of despatchment.

The men will carry nothing but their overcoats, canteens, and cartridge-boxes, with at least fifty rounds per man.

E. D. KEYES,
Major General.

Lieutenant Colonel C. Carroll Tevis is the commanding officer of the infantry, and will be obeyed accordingly.

E. D. KEYES,
Major General.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., June 6, 1863.

SIR: On the morning of the 3d instant General E. D. Keyes informed me that he had an expedition on foot for the purpose of striking an effective blow at the enemy, and asked for my co-operation, and wished me to start at once. But the boiler of this vessel having commenced to leak very badly the day before, I was obliged to repair it, and by working all night I was ready to render such assistance on the following day as the general might require; and having informed him of my readiness, every preparation was at once made to make a raid as far as Aylett's, on the Mattapony river, where there was known to be a large foundery which was used by the rebels for the purpose of casting guns, shot and shell, &c. Information had also been received that there were several factories, warehouses, and other public buildings at the place, which it was desirable to destroy, and with this object in view, four hundred infantry, under the command of Lieutenant Colonel C. Carroll Tevis, of the 4th Delaware volunteers, were embarked on board this vessel, the Commodore Jones, and the ferry-boat Winnissimmet, and at 8 p. m., with the army gunboat Smith Briggs in company, we started up the York river, passing West Point at 10.45, without noticing anything that would indicate the presence of the enemy, and everything passed off quietly during our trip up to Walkertown, where we arrived at 2 o'clock a. m. The troops were landed with all expedition, and reached their destination (Aylett's) at 8 a. m. At that place they found the information they previously received was correct in every particular, and the work of destruction was soon accomplished. An immense amount of machinery of all kinds, and also a very large quantity of flour and grain, which was in a very large flouring mill belonging to the rebel government, was soon rendered useless.

Colonel Tevis then started on his way back, stopping at different places to destroy grain, capture horses, mules and cattle, and did not get back to the landing until 5.30 p. m. I proceeded to get everything on board at once, and at 6 p. m. we were under way on our return. Having received information that the rebels were making preparations to obstruct the river at a place called Mautapike, I sent the Smith Briggs down at 2 p. m. to keep the river clear and to remain at that place until my arrival. Captain Lee, of that vessel, reports that when he came in sight of Mautapike there were about sixty or seventy rebels collected on the bluff and on the bluff at Indiantown; but a few shells served to disperse them. There are many places along the river where sharpshooters can be advantageously posted, and advantage was taken of them by the rebels; but by shelling ahead and on each side as we passed along, they were kept off, and at only one place did they remain to give us a shot, and I am happy to state that, so far as the naval portion of the expedition was concerned, everything passed off in the most admirable manner and without a single casualty, for which I cannot be too thankful, taking into consideration the fact that the whole country through which we passed had been aroused, and the banks being lined with those who would have been delighted in taking the lives of "the invaders of their soil."

The land forces were not so fortunate, one man being killed and two wounded, also one missing, so far as I have yet heard; but in consideration of the fact that Longstreet's corps was at or near Newton, only two miles from Aylett's, and Pickett's division at the White House, twelve miles from where we landed, I think they were as fortunate as could possibly be expected; and I can only account for the success of the raid by supposing that the enemy were under the impression that our force was but the advance of a large body of troops. Skirmishing by the rear guard of our troops was kept up until they got under

cover of the gunboats. Two prisoners were taken and two deserters were picked up on our way down.

We arrived at this place at 2 a. m. this morning, all hands pretty well worn out with their two days and nights constant work and watching. I cannot, in justice to those under my command, omit mentioning the perfect coolness of every one when at any moment a galling fire could have been opened upon us from the bluffs under which we had to pass.

The only fault I have to find with Captain Mitchell is his unnecessary exposure of himself. Were he a common seaman it would have been highly commendable; but where so much depended on him it was recklessness. His management of his vessel and working of his battery were in the highest manner commendable.

Enclosed please find report of Lieutenant Commander Mitchell of the amount of ammunition expended on board his vessel, and copy of letter of General Keyes.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander and Senior Officer, off Yorktown.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Commander John G. Mitchell.

UNITED STATES STEAMER COMMODORE JONES,
Off Yorktown, Va., June 6, 1863.

SIR: The following is a list of ammunition expended yesterday afternoon on our passage between Walkertown and Indiantown, Mattapony river: twenty-three rifle shells for 50-pounder rifle; nineteen 10-second shell for IX-inch rifle; twelve 5-second shell for IX-inch rifle; forty-five 24-pounder howitzer shells. I take occasion to remark here that this was the first time our men had been exercised with powder since going into commission. Most of the men have been but three weeks on board, and many of them but one week; and notwithstanding this, everything worked as perfectly as I could have expected after a year's exercise. In the hour and a quarter that we were shelling the woods we fired thirty-one shell from the 9-inch gun, and during that time shifted pivots from one quarter to the other four times. We could have fired many more had I considered it necessary. The practice was excellent; as good if not better than any I ever saw.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant Commander.

Lieutenant Commander J. H. GILLIS,
Commanding U. S. Steamer Com. Morris.

NAVAL MOVEMENTS IN SEARCH OF CAPURED STEAMBOATS ARROW AND EMILY.

No. 659.] UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, June 19, 1863.

SIR: I enclose herewith a copy of a report from Commander Davenport, (June 1,) enclosing a statement respecting the operations of the naval vessels in

Albemarle sound, in search of the steamboats Arrow and Emily, whose capture in the Currituck canal by the enemy was reported to the department May 18, (No. 542.)

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES' STEAMER HETZEL,

Off Washington, North Carolina, June 11, 1863.

ADMIRAL: I have the honor to enclose herewith a copy of a letter written by request of Lieutenant Commander Flusser, which, though not official, is so complete an account of the expeditions of the vessels in Albemarle sound, in search of the steamers Arrow and Emily, that I have forwarded it to you. I trust it will prove satisfactory.

I have the honor to be, respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of N. C.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

(Unofficial.)

UNITED STATES STEAMER VALLEY CITY,

Plymouth, North Carolina, May 30, 1863.

MY DEAR DAVENPORT: In consequence of the illness of Captain Flusser he requested me to inform you relative to the movements of the vessels in his command since the receipt of the news of the capture of the two steamers Arrow and Emily. We heard of their capture by the United States steamer North Shore, which arrived here Sunday evening (the 17th) about 7 o'clock.

By 9.30 the same evening we had a detachment of soldiers aboard, and, in company with the Miami and North Shore, proceeded to the North river, where we met the Whitehead. Here we came to anchor for the night. Early next morning, (Monday,) in company with the Whitehead and North Shore, we proceeded up the river, the Miami remaining at anchor. A boat from the Valley City examined all the creeks and places where the two steamers might be secreted, while the soldiers landed at the mouth of the canal. Seeing nothing of the missing steamers, we all proceeded to Elizabeth City, where we anchored at 9 o'clock, Tuesday evening. Captain Flusser went ashore during the night to gain information, and at 3 o'clock next morning (Wednesday) we all got under way and proceeded towards Plymouth. Captain Flusser was satisfied from the information gathered at various points that the Emily and Arrow had been taken up the Blackwater river to Franklin. At midnight (Wednesday) the Whitehead, Valley City and Commodore Perry got under way and proceeded towards Franklin, Captain Flusser being aboard the Whitehead in advance. Thursday, at 7.30 p. m., we all anchored at the confluence of the Blackwater and Nottoway rivers. The next morning, (Friday,) at 5.15, all the vessels got under way, and proceeded up the Blackwater river till we found but six feet of water; and as it was impossible to proceed, we turned down the river, and abandoned the idea of reaching Franklin.

At 1.40 p. m. the fleet entered the Meherria river, and at 4 o'clock p. m. the Whitehead and Valley City anchored off Murfreesboro', the Perry not being in sight. Captain Flusser and myself landed, together with the soldiers and a few sailors, and proceeded up to the town, which we found unoccupied by troops, they having been sent to repulse us at Franklin. Here we captured, gave to the poor, and destroyed, in all, about 10,000 pounds of bacon, together with a quantity of lard, 15 boxes of 6-pound fixed ammunition (14 rounds to a box.) The bacon and lard we have since delivered over to the commissary at Plymouth. After capturing or destroying all the provisions we could find belonging to the confederacy, and hearing that there were two hundred rebel cavalry outside the town, the men were ordered aboard the vessels, and at midnight we got under way, and proceeded down the river. The water had fallen eighteen inches since we anchored the evening before, and the Perry got hard aground. In attempting to tow her off the Valley City parted two hawsers, tore away her port quarter chock, and injured her rudder-head. After taking off her ammunition she again got under way. The narrowness of the Merherria, and the high bluffs on either side, offered every advantage to the enemy in case they should attack us. We therefore stationed pickets on each side of the river, some way from the bank, but we saw nothing of the enemy. At 10 o'clock in the evening we all anchored off Poll's fishery, near the mouth of the Chowan river. Here Captain Flusser and myself, with a body of men, went ashore and surrounded the widow Gascon's house, (about a mile from the river,) where we captured five rebel prisoners, among whom was the notorious Captain Kehoe; these are now in charge of the provost marshal at Plymouth, at which place we came to anchor at 5.30 Sunday morning.

Monday morning, at 5.50, the Valley City got under way, and proceeded to the mouth of the Merherria river, where she anchored. We captured one bale of wool which was being taken across the river.

Thursday the Whitehead relieved us, and we proceeded to Plymouth, where we now are. I trust you will find this sufficiently explicit, and receive it in lieu of an official report. Flusser has got the fever and ague pretty bad.

Hoping to see you soon, I am, very sincerely, yours, &c.,

HARTMAN K. FURNISS.

Commander H. K. DAVENPORT,
Senior Officer, Sounds N. C., U. S. Steamer Hetzel.

LOSS OF THE UNITED STATES STEAMER SUMTER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, June 25, 1863.

SIR: I regret to be called upon to forward the enclosed certified copy of the report by Acting Volunteer Lieutenant Peter Hays, late commanding United States steamer Sumter, of the circumstances connected with the loss of that vessel yesterday morning. I shall order a board to investigate the matter.

I propose to distribute her officers and men in this squadron as soon as the department authorizes issues to them, and as soon as their accounts are opened again, about which, I am informed, (although all the paymaster's books, papers, and funds are lost,) there will be but little difficulty, when copies of their transfer accounts have been obtained from the former paymaster of the Sumter, and

Paymaster Marcy, of the receiving ship at New York. I have telegraphed for them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I enclose herewith Acting Assistant Paymaster Robinson's report of the loss of his books, papers, &c.

S. P. LEE,
Acting Rear-Admiral.

Report of Acting Volunteer Lieutenant Peter Hays.

SCHOONER JAMESTOWN,
Hampton Roads, June 24, 1863.

SIR: I have to report that at half past twelve this morning, Smith's Island light bearing W.NW., distant about eight miles, a light was reported, apparently a steamer. The officer of the deck, Acting Ensign Thomas W. Spencer, reported it to me, and asked if he should run for it. I told him to run in her direction and try and ascertain what she was. We approached her very cautiously, going through the water very slowly. There was a heavy mist at the time, and we were unable to distinguish an object with any degree of accuracy beyond two hundred yards.

The steamer showed one white light forward and one aft, and a red light apparently amidship. Upon nearing her it was the intention of the officer of the deck to pass astern of her, but being deceived by the mist he found he had not room, and endeavored to bring our ship upon a course parallel with her; and in endeavoring to do so the vessels collided, our bow striking her about the forechains. The shock was a very slight one, but the Sumter being very rotten, even that slight shock had the effect of wrenching the entire stern off her.

The steamer dropped astern. I hailed, but got no answer, but immediately after was hailed and asked to send a boat, which I did immediately, supposing the steamer was sinking.

The boat returned immediately and reported the steamer to be the General Meigs, from New York for Port Royal, and that she was uninjured. The officer reported that the captain of the Meigs asked if a volunteer officer commanded the Sumter, and being answered in the affirmative, replied that he thought some secesh officer was on board of her. She immediately resumed her course and was soon out of sight.

I asked the engineer of the watch if the ship was making any water; he replied she was not. I then went forward to see what damage was done to our bow, and sent the carpenter with an officer to see if she was making any water forward; they immediately reported an immense body of water was rushing in forward. I went down myself and was immediately convinced she could not float but a short time, and at once gave the order to abandon ship, as she had settled forward some five feet. We laid by her five minutes and her bows were nearly under.

Made a sail close by and pulled for her; she proved to be the schooner Jamestown, from Washington, bound to Boston, Captain Laverett. I told him the condition we were in, and asked him to return with us to Hampton roads, with which he complied.

About twenty minutes after leaving the Sumter she sunk in about seven fathoms water, her mastheads only being out of water.

Very respectfully, your obedient servant,

PETER HAYS,
Acting Volunteer Lieutenant.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Assistant Paymaster A. B. Robinson.

UNITED STATES FLAG-SHIP BRANDYWINE,
Hampton Roads, Virginia, June 25, 1863.

SIR: I have to report that in the loss of the United States steamer Sumter nothing in my department was saved. All my books and accounts, the iron chest containing two thousand and seventy dollars, with a small amount of provisions, small stores and clothing, went down with the ship. Myself with other officers arrived yesterday and reported to Acting Rear-Admiral Lee, commanding North Atlantic Blockading squadron, on board United States ship Minnesota, who ordered us to report on board United States ship Brandywine for temporary accommodations.

Very respectfully, your obedient servant,

A. B. ROBINSON,
Acting Asst. Paymaster U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MOVEMENTS OF NAVAL FORCES ON YORK AND PAMUNKEY RIVERS, CO-OPERATING WITH MAJOR GENERAL DIX.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, July 2, 1863.

SIR: Enclosed herewith, A, under date of July 1st, is a copy of the report of Fleet-Captain Crosby, regarding the movements of the naval force in the York and Pamunkey rivers under his command, from the evening of the 24th to the morning of the 30th ultimo, in co-operation with the movements of the army and navy under General Dix.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Fleet-Captain Pierce Crosby.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, July 1, 1863.

SIR: In obedience to your order of the 24th instant, I left here in the United States steamer Commodore Barney, to take command of the United States naval

vessels in the York river and its tributaries, and co-operate with the army under General Dix, giving all practicable assistance in my power.

The naval vessels consisted of the Commodore Morris, Western World, Morse, and Barney—the three former being in the York river—besides two armed army vessels, the Smith Briggs and Jesup, which were put under my orders by Major General Dix.

On my arrival at York river, at about 9.30 p. m., I found General Dix there, and communicated to him, through his chief of staff, Colonel Van Buren, my instructions; the general was unwell, and having retired I could not see him until next morning at 7.30 a. m., when I learned from him the particulars of the movement, and where he would want the assistance of the gunboats, which he informed me would be at West Point and the White House landing.

At 8 a. m. we stood up for the White House, arriving there at about 6.30 p. m. We found it impossible to run fast, as our pilots had great difficulty in keeping the channel, which was very narrow in places, and the vessels drawing nine feet six inches.

I found Lieutenant Commander J. H. Gillis, with the Commodore Morris, Western World, Morse, and Smith Briggs, at the White House landing, and the Jesup at West Point.

I found all quiet on the river; the cavalry under Colonel Spear had started on a scout.

I stationed the gunboats at White House, the Jesup at West Point, and daily sent two vessels to run from White House to West Point to protect the army transports, and examine the banks of the river to discover signs of the enemy, should they be near, but nothing could be seen or heard of them.

The captain of the Western World reported three new earthworks on the right bank of the Pamunkey, midway from West Point and White House, which appeared to have been thrown up about two weeks previous to our going up the river, and that they were concealed from view on the river, which fact I reported to General Dix, who said he would have them levelled.

At the White House landing the enemy had an earthwork thrown up in circular form, which had a branch from the railroad running into and inside of the earthwork; they had a heavy turn-table upon which they intended running a car with heavy guns on a pivot, and, if necessary, could retreat with the guns on the railroad to Richmond. I was informed that they had several such arrangements between the White House and Richmond.

I sent some of our men on shore, who destroyed the turn-table and tore up the rails. On the 26th General Dix arrived with a part of his forces, under General Getty's command, which were brought up in transports.

On the 27th Colonel Spear returned with his command, the particulars of which I reported in a former communication; the same day General Keyes arrived with his force from Yorktown.

The army was busily employed when I left, landing commissary and quartermaster's stores, repairing the railroad track where it needed it, and getting the trains ready for marching.

They had landed a locomotive and cars, which were in running condition.

When I left the White House we had in our army about eighteen or twenty thousand men, and fourteen or fifteen batteries of artillery, and troops from Newbern were arriving.

At 9 p. m., on the 29th, I received your orders to send the United States steamers Commodore Barney and Morse to Washington, and myself to return to the flag-ship, which orders I issued with all despatch, and informed General Dix of the fact. The Barney left at 9.30 p. m., and the Morse at 11 p. m., for Washington, provided and prepared for immediate service, both with pilots, ammunition, stores, &c.

I took passage in the Morse to Yorktown, and from there here in army transports, and arrived at 11 p. m. on the 30th instant.

Very respectfully, your obedient servant,

PIERCE CROSBY,
Fleet-Captain.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

MISSION OF ALEXANDER H. STEPHENS.

No. 719.] UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., July 4, 1863.

SIR: At 2.30 p. m. to-day I received the enclosed original communication from Mr. Stephens, a copy of which I included in a telegram to the department, and sent to Fortress Monroe to be forwarded in cipher.

At the same time I received a communication from the same source, directed to the commanding officer at Fortress Monroe, which I deemed it prudent to enclose in a communication, of which the enclosed is a copy.

This was sent by Lieutenant Lamson, who, as General Dix was absent, was directed to ascertain and deliver it to the proper officer, and to repeat to him that I thought the matter should not be disclosed without the instructions of the government.

The picket tug was then sent back to its station, which is five or six miles above and in sight from this anchorage, with orders to deliver my reply (a copy enclosed, No. 2) to Mr. Stephens on board the unarmed rebel tug Torpedo, which had been required, agreeably to my standing written order, to anchor above White Shoal light, which is about eight statute miles above this anchorage.

Notwithstanding these precautions, I heard this evening that it was known generally that Mr. Stephens was on board, and that he wanted to go to Washington.

This information was, I suppose, purposely communicated by the flag-of-truce tug Torpedo to our picket tug, the Lilac.

There was manifested on board the flag of truce a great desire to come down to the fleet. On being informed of my order, it was represented that she had no anchor; but, on being offered one, the people on board said they would get one from the hold. Mr. Stephens (I suppose it was) wished to come down for the more speedy delivery of his applications, which he could prepare on the way.

To allow the so-called Confederate States steamer to pass this blockade and display its assumed sovereign flag at the national capital was an act of recognition wholly at variance with my feelings and sense of duty. The proposition was otherwise objectionable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter of Alexander H. Stephens.

CONFEDERATE STATES STEAMER TORPEDO,
On James River, July 4, 1863.

SIR: As military commissioner, I am the bearer of a communication in writing from Jefferson Davis, commander-in-chief of the land and naval forces of the Confederate States, to Abraham Lincoln, commander-in-chief of the land and naval forces of the United States.

Hon. Robert Ould, Confederate States agent of exchange, accompanies me as secretary.

For the purpose of delivering the communication in person, and conferring upon the subjects to which it relates, I desire to proceed directly to Washington city in the steamer Torpedo, commanded by Lieutenant Hunter Davidson, of the Confederate States navy, no person being on board but the Hon. Mr. Ould, myself, and the boat's officers and crew.

Yours, most respectfully,

ALEXANDER H. STEPHENS.

Rear-Admiral S. P. LEE,
United States Flag-Ship Minnesota, Newport News.

Letter of Acting Rear-Admiral Lee to commanding officer at Fort Monroe.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., July 4, 1863.

To the Commanding Officer at Fortress Monroe:

Enclosed herewith I forward a communication for you, just received from flag of truce just arrived from Richmond, Virginia.

Supposing that the enclosed is of the same nature as a communication just received by me by the same conveyance, I would respectfully suggest the propriety of keeping its contents strictly secret until the will of the government is made known.

Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Letter of Acting Rear-Admiral Lee to Secretary of the Navy.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, July 6, 1863.

SIR: I informed the department by telegraph of the receipt of its despatch of 10.45 a. m. to-day. Enclosed is a copy of the letter in which I communicated to Mr. Stephens the decision of government in regard to his request to proceed to Washington as military commissioner, &c.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Acting Rear-Admiral Lee to Alexander H. Stephens.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., July 6, 1863.

SIR: The request contained in your communication of the 4th instant is considered inadmissible.

The customary agents and channels are adequate for all needful military communications and conference between the United States forces and the insurgents.

Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. ALEXANDER H. STEPHENS.

Letter of Acting Rear-Admiral Lee to the Secretary of the Navy.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., July 7, 1863.

SIR: My confidential communication, No. 726, of yesterday, enclosed a copy of the note in which I conveyed to the Hon. A. H. Stephens the answer, under my instructions, to his application to proceed to Washington in the rebel steamer Torpedo as military commissioner.

On receiving this note, and after an interview between Lieutenant Colonel Ludlow and Mr. Ould, the Torpedo returned up James river. Enclosed is the original of a letter from Mr. Stephens, dated July 6, 12 m., which had been previously despatched by him. The letter to Lieutenant Colonel Ludlow, alluded to in the within, was duly delivered.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Alexander H. Stephens to Acting Rear-Admiral S. P. Lee.

CONFEDERATE STATES STEAMER TORPEDO,
Off Newport News, Va., 12 m., July 6, 1863.

SIR: Will Admiral Lee inform me, if he can, how long it will probaby be before an answer will be made to my note of the 4th instant?

Will he please also forward the accompanying letter from Hon. Mr. Ould, confederate agent of exchange, to Lieutenant Colonel William H. Ludlow, United States agent of exchange?

Most respectfully,

ALEXANDER H. STEPHENS.

Acting Rear-Admiral S. P. LEE,
United States Flag-Ship Minnesota.

REPORT OF ACTING REAR-ADMIRAL LEE, OF NAVAL OPERATIONS IN ROANOKE RIVER, UNDER LIEUTENANT COMMANDER FLUSSER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, July 23, 1863.

SIR: Commander Davenport has forwarded to me the following report, dated July 16, from Lieutenant Commander Flusser, respecting a recent operation of his in Roanoke river with a naval force:

"I went up to Williamston, some ten days since, in the Whitehead, with the Perry, Valley City, and Southfield in company, having been requested by General Wessells to make a diversion in that direction to cover the retreat of some cavalry that moved out from Newbern, in case they should have to fall back in that way. He also intended (having four hundred soldiers on board) to move down in the rear of Gardner's bridge (two miles above Jamesville) and cut off the guard at that point, (two hundred men and two pieces of artillery.)

"This was to be done in concert with a movement of forces by land from Plymouth.

"We arrived at Williamston eleven hours later than agreed on, and the commander of the land forces deemed it imprudent to carry out this part of the programme.

"At Williamston we found Colonel Seanet with two field-pieces and a portion of the 17th North Carolina regiment. A flag of truce was sent, and a demand made to him to evacuate the town within an hour.

"On his refusal one hour more was given to remove the women and children, and then we opened fire on the town. We fired three rounds from each boat.

"At 10 p. m. we again commenced and fired a shell every five minutes from that time till four the next morning.

"This was done to prevent the rebels from throwing up works in the town during the night, and also to keep them from throwing out pickets to annoy our men exposed on the decks. Next morning we landed and took possesion of the town. Very little injury was done to the town on account of our shells not being thrown so much to hurt the town, as at positions on the outskirts, where we supposed the enemy might congregate. At 1 p. m. we returned to Plymouth, (started for it.) We received no fire from the enemy. My fire, during the night, was done at the request of Colonel Maries, who had command of the troops afloat. We scared the enemy, but did not hurt them."

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CHASING ASHORE THE REBEL STEAMER KATE.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, July 28, 1863.

SIR: I transmit herewith copies of reports of Lieutenant Commander De Haven, (A, July 12,) and of Acting Master Jack, (B, July 12,) respecting the chasing ashore, abandonment by her crew, and destruction by the Penobscot of the blockade runner Kate, on the 12th of July, reported to the department in my No. 759 of July 22. * * * * * * *

It will be perceived from the steam and other log-books which I forward to the department by express, that the Kate started from Nassau, June 28, for Charleston or Wilmington, and that at 10.30 p. m. of July 10 she got among the cruisers off the former place, "and was chased off and made for Wilmington."

I have the honor to be, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

Report of Lieutenant Commander J. E. De Haven.

UNITED STATES GUNBOAT PENOBSCOT,
Off New Inlet, N. C., July 12, 1863.

SIR: I have to report that at 4.55 a. m. this morning a steamer was discovered running in towards the inlet. Immediate chase was given by this vessel to cut her off, when her course was changed seaward, and again, on my opening fire upon her, towards shore at the end of Smith's island, where she ran aground with full head of steam, her officers and crew deserting her. She proved to be the iron steamer Kate, Captain Stubbs, a new vessel of three hundred and forty-four tons, English build, about three months old, and from her log bound from Nassau to Charleston, with a general cargo.

A boat was sent in under command of Acting Master Charles E. Jack, (whose report is herewith enclosed,) with instructions to get her off; but finding it impossible, as the tide was fast falling, I made arrangements to burn her should we not succeed in getting her off at high tide.

At 7.30 a. m. I was joined by the balance of the fleet.

About 11 a. m. heavy firing was heard on the other side of Smith's island, in the direction of the fleet stationed on that side of the entrance, and soon after communication was opened by signals that the enemy were, with guns, approaching. A constant and heavy fire was opened by the fleet on the woods back of the steamer to harass and annoy the enemy.

Our efforts to get her off proving unavailing, and receiving signals to destroy, orders to that effect were sent ashore. At 4 p. m. all boats having returned, the steamer being fired by Mr. Jack, I opened a heavy fire upon her, inflicting some damage to her hull. She was, by fire and shell, rendered totally unserviceable, and her cargo, as far as could be judged, a complete loss. John Lughler and Andrew Fuller, firemen, prisoners taken from the steamer, were brought aboard this vessel, and are held subject to your order.

The log of the Kate, and other books and papers, are herewith enclosed. I have also to report that I received on board this vessel from the steamer Kate the following articles, which are necessary for the use of this vessel:

Two (2) binnacles, with compasses complete; one (1) parallel rule; one (1) ratchet brace; two (2) sea-water hydrometers.

I am, very respectfully, your obedient servant,

JOSEPH E. DE HAVEN,
Lieutenant Commander.

Captain A. LUDLOW CASE,
U. S. Steamer Iroquois, Senior Officer present.

B.

Report of Acting Master C. E. Jack.

UNITED STATES STEAMER PENOBSCOT,
Off Smith's Island, July 12, 1863.

SIR: I have the honor to inform you that, in compliance with your orders to destroy the steamer Kate, I started a large fire on the starboard side of the vessel near the engine, placing four 28-pound charges of powder close to the fire, thinking I should have time to leave the vessel before it exploded. I also ordered Mr. Barrett, second assistant engineer, to destroy as much of the engine as possible, who did so by breaking the eccentrics and air-pumps, and let the water out of the boilers, and closed the furnace doors, with very heavy fires in them. The engines are totally disabled; the bonnets were removed from the reservoirs, which caused the ship to fill as high as the tide would admit. I think that we so effectually disabled her that she will be of no further use to any one.

The cargo, consisting of liquors, medicines, and cotton goods, was destroyed, or more or less damaged.

Very respectfully, yours,

C. E. JACK, *Acting Master.*

JOSEPH E. DE HAVEN,
Lieut. Com'r, Com'g U. S. Steamer Penobscot.

CUTTING OUT THE REBEL STEAMER KATE.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Western Bar, N. C., August 6, 1863.

SIR: I have the honor to enclose herewith a report from Captain Case, commanding United States steamer Iroquois, and a copy of a report from Acting Volunteer Lieutenant Trathen, commanding United States steamer Mount Vernon, (dated August 3, 1863,) respecting the "cutting out" by the James Adger, Iroquois, and Mount Vernon, of the rebel steamer Kate on the morning of August 1, 1863.

The Kate had been driven ashore by the United States steamer Penobscot, July 12, while attempting to run into Wilmington, and was floated off on the night of the 31st ultimo, and towed under the batteries at New inlet, where she was anchored and abandoned on the approach of our vessels. She was towed to Beaufort by the United States steamer Iroquois.

Captain Case, in a letter to me of August 2 on this subject, speaks of the gallantry of Acting Volunteer Lieutenant Trathen while under the fire of the rebel batteries.

I have directed Acting Master S. B. Gregory, commanding the Western World, to touch at Beaufort on his way up and tow the Kate to Hampton roads, from whence I have ordered Captain Gansevoort to send her to New York or Philadelphia by first opportunity, reporting his action to the department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain A. Ludlow Case.

UNITED STATES STEAM-SLOOP IROQUOIS,
Beaufort, N. C., August 5, 1863.

SIR: I have the honor to inform you that on the night of the 31st ultimo the steamer Kate was floated off the beach at Smith's island and towed under the batteries at New inlet, where she was anchored and abandoned early on the morning of the 1st instant, on the approach of the blockading vessels. She was cut out by the James Adger, Mount Vernon, and Iroquois, the batteries at New inlet and a small Whitworth rifled gun on the beach, near Zuk's island, keeping up a steady fire until the vessels were out of range.

The Mount Vernon was hulled once; the shot struck amidships and passed into the engine room, instantly killing Edwin H. Peck, first class fireman, who was the only person injured. Three other shots cut away the rigging of the Mount Vernon, and one passed through the jib-netting of this ship.

The Kate was towed to Beaufort, North Carolina, by the Iroquois, and will remain there until an opportunity offers to have her towed north.

The rebels had taken everything out of her except the boilers, bed-plates of the engines, shafts, and about twenty tons of coal. The hull is very slightly injured.

I have the honor to be, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain, and Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant James Trathen.

UNITED STATES STEAMER MOUNT VERNON,
Off New Inlet, N. C., August 3, 1863.

SIR: I have to report that at 5.30 a. m. on the 1st instant I discovered that the steamer Kate, driven ashore by the United States steamer Penobscot, July 12, 1863, was afloat and being towed toward Fort Fisher by a number of small boats. At 5.45 made signal, "I wish to communicate with you," to United States steamer Iroquois, and receiving permission steamed up to her and reported the circumstances, and was ordered to endeavor to cut the Kate off or destroy her, and to inform Commander Patterson, of the James Adger, that he was to assist us, and that the Iroquois would follow us immediately. At 7 commenced firing at the Kate; at 7.15 received orders from the Iroquois to attempt to drag the Kate out; called away and manned two boats and sent them to board the Kate, at the same time ran alongside of her with the ship and boarded her from boats and ship simultaneously. We then slipped her cables, (the enemy having let go both anchors and abandoned her.) A hawser was then made fast from our starboard bow to the port bow of the Kate, and we then backed off until we found sufficient water to pass under her stern. This hawser was then let go, and we passed around under her stern, and then passed a hawser from our starboard quarter to the port bow of the Kate. The fire from the rebel batteries at this time was terrific. At the time we ran alongside of the Kate she was in sixteen feet of water, Fort Fisher bearing west by east $\frac{1}{2}$ east. The mound and casemated fort bearing north by east, distant three miles; the fort on Zuk's island bearing north by west $\frac{3}{4}$ west, distant two miles; and a masked battery of Whitworth flying artillery on

Smith's island bearing due west, distant three hundred yards. All of these batteries kept up a constant fire on us. One shot, apparently an 80-pounder Armstrong, passed in through a port on the port side of the Kate and out through the bulwark on the starboard side just as we boarded her.

The shots fired at us were principally from heavy Armstrong guns and a battery of Whitworth 12-pounder flying artillery, several of which struck this vessel, and I have the following casualties to report, viz: one shot, a 12-pounder Whitworth, passed through the engine room, instantly killing first class fireman Edwin H. Peck. This shot lodged in the engineer's tool chest, demolishing many of the tools. Another shot, apparently an Armstrong, cut away all the shrouds of the port fore rigging; another, a Whitworth, cut away the foretopmast rigging; and another, also a Whitworth, cut away the fore gaff; a fifth shot, fired from the mound battery, and apparently from a heavy Armstrong gun, cut away the stock of the port anchor. Many shots passed over us, just clearing the ship, and going a mile and more beyond us; many of their shots also struck inside of us, and ricochetted over us. After taking the Kate in tow I steamed off shore and anchored near the United States steamer Iroquois.

The Kate is apparently a new steamer. She has two screws, one on each side of the stern-post, clear of rudder-post. She is entirely of iron, round full bottom, very sharp forward, small shield for figure head; one funnel, telescope fashion, and two masts, schooner rigged, and hinged so as to lower down. All her furniture, engines, and cargo had been removed; her boilers remained complete. There was also a small quantity of coal on board; her hull was comparatively as good as new, having only one shot-hole through her quarters, and one through the starboard bulwark. The hole on the quarter had been stopped up with wood. Her spars are in good condition. She had a jib and mainsail boat, and ready for use. She has a house which runs nearly the whole length of her, and goes entirely across from side to side. She has a bridge amidships, and is steered by a large wheel placed well forward. There is also an auxiliary wheel aft.

At 1 o'clock on the 1st the United States steamer Iroquois sailed for Beaufort, having the Kate in tow. Officers and men behaved with coolness.

I am, sir, very respectfully, your obedient servant,

JAMES TRATHEN,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

REPORT OF CAPTAIN G. GANSEVOORT OF A JOINT RECONNOISSANCE UP JAMES RIVER.

UNITED STATES IRON-CLAD ROANOKE,
Off Newport News, Va., August 8, 1863.

SIR: I have the honor to inform the department that, in accordance with the permission asked and granted, I accompanied Major General Foster in his recent reconnoissance up the James river. The force consisted of the Sangamon, Commander S. Nicholson; Commodore Barney, Acting Lieutenant Commander S. Huse; and Cohasset, Acting Master S. Cox; also the John Farron, an army boat. All these vessels were armed, except the latter, which had aboard a corps of sharpshooters.

The Sangamon, towed by the gunboat Barney and the tug Cohasset, left the anchorage off Newport News about 2 p. m., August 4. The John Farron, with Major General Foster and staff, Brigadier Generals Naglee and Potter, with myself, Surgeon Woodworth, and Acting Master Hargous, soon followed. At 8 p. m. the vessels under my command and the Farron anchored off Jamestown island in seven fathoms water. Got under way next morning at half-past four. At

eight the flag-of-truce boat New York, with prisoners, passed us, bound to City Point. At half-past eight passed Fort Powhatan, which remained in a dismantled state. At eleven all the army and navy officers left the Farron and went on board the Sangamon. When off Tillman's wharf there was a slight discharge of musketry from the shore, which was responded to by the Sangamon with one eleven-inch shot. At half-past four p. m. the Sangamon anchored off Dutch Gap, owing to the low stage of water on the bar. General Foster and staff, myself, and Acting Master Hargous, then went aboard the Commodore Barney, and were followed by the Cohasset. When just beyond Coxe's two torpedoes exploded under the starboard bow of the Barney, producing a lively concussion, and washing the decks with the agitated water. Some twenty men were either swept or jumped overboard, two of whom are missing, and may have been drowned. The engine of the vessel was partly disabled by the cutting of the steam-pipe and the connexion of the steam-whistle. The Commodore Barney was then taken in tow by the Cohasset, and they came to anchor at Dutch Gap about half-past seven. At half-past eight o'clock the Cohasset went up the river on picket duty.

The next morning at early daylight the Sangamon got under way, towed by the Barney and Cohasset. Near Four Mile creek, about 5 a. m., the enemy opened fire with artillery and musketry. The Sangamon and Barney returned the fire. The Barney was disabled by a shot through the boiler, below the water-mark. The tug was sent to her assistance, and got her off, she having drifted ashore. The Sangamon anchored, the narrowness of the stream preventing her from turning and going to the aid of the Barney. At half-past seven a. m. the Sangamon again weighed, with the Barney in tow, and the Cohasset on the port side. About this time the army tug Jesup came up the river, and assisted in towing the disabled vessel. At 9.25 a. m., when near Turkey Island bend, the enemy opened with artillery and musketry, and repeatedly hit all the vessels, but did them no material damage, and injured no one. The fire was briskly returned by the Barney and Jesup. At 9.45 the firing ceased. For much of the time the vessels were exposed to a raking fire. More than thirty round shot penetrated the Barney. The Jesup and Cohasset were hit several times, and the Sangamon once in the port bow, making only a slight indentation. The marks of musketry on the different vessels were almost innumerable, the difficulty being rather to avoid than miss the targets. Below City Point the tug-boat John Farron, which was left behind on our passage up the river, came alongside, and assisted in towing. About 8 p. m army boats cast off, and Sangamon anchored below Deep Water shoals. Shortly after, the Farron grounded, got off at daylight, and reached Newport News at 6 a. m. The other vessels arrived and anchored shortly afterwards.

The casualties were few. Acting Master Cox, of the Cohasset, was killed by a round shot, which porforated his body. Three men were slightly wounded from musketry, and two were supposed to be drowned at the time of the explosion of the torpedoes.

Officers and crew all behaved with that characteristic gallantry which has ever distinguished the navy.

The purpose of the reconnoissance was fully and satisfactorily accomplished.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION UP THE PIANKATANK RIVER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, N. C., August 23, 1863.

SIR: I transmit enclosed a report (dated August 17) from Lieutenant Commander Gillis, commanding United States steamer Commodore Morris, enclosing report of Acting Master Hathaway, of the 17th instant, commanding Commodore Jones, of an expedition up the Piankatank, in search of blockade runners, from which it appears that Acting Master Hotchkiss, commanding United States steamer General Putnam, was killed on the 17th instant, and three men wounded, by the guerillas on shore. A man named Pritchard was captured, who is stated to be a notorious blockade runner, and it appears, from the enclosed, that he acknowledges having fired upon our boats. He is now in confinement on board the Commodore Morris, awaiting the action of the department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,
Off Yorktown, Va., August 17, 1863.

SIR: Enclosed I forward reports of Acting Master W. R. Hathaway, temporarily in command of the Commodore Jones, and also report of Acting Ensign Charles A. Homans.

I regret that I have to report the death of Acting Master Commanding Hotchkiss, shot by guerillas, and killed instantly, the shot passing nearly through his neck; three men were also wounded: John McDonald, ordinary seaman, belonging to the General Putnam, severely; Wm. H. Prospect, landsman, of the Commodore Jones, severely; and Joseph Madden, seaman, also of the Jones, slightly.

I have sent the Commodore Jones to Fortress Monroe, with the body of Captain Hotchkiss, and the wounded men; the former to be embalmed and sent to his family, and the latter to be sent to the hospital.

I sent the expedition to the house of Thomas Hutchings, on account of information received from Captain Hotchkiss in regard to his being fired upon by Hutchings and Pritchard, and also that obtained from the negro Warner, detailed in my communication No. 75. The prisoner, Pritchard, acknowledges that he has fired upon our boats, and that he has been engaged in running the blockade. I have him on board in close confinement. Had Captain Hotchkiss simply carried out my orders no casualty would have happened; but his desire to do all in his power to break up blockade running has caused the service the loss of an energetic and efficient officer.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master Wm. R. Hathaway.

UNITED STATES STEAMER COMMODORE JONES,
Piankatank River, August 17, 1863.

SIR: In obedience to your orders of the 10th, I proceeded to the above-named river, where I arrived at 8.30 p. m. After making signals to the General Putnam, which she answered, I sent the second cutter, in charge of C. A. Homans, acting ensign, to search for her. After a fruitless search of three hours he returned, when I immediately ordered away the first and second cutters, the first cutter in charge of Acting Ensign George W. Adams, the second I took charge of myself, Acting Master Lewis accompanying me in his cutter. We then started to find the General Putnam; boarded her at 1.50 a. m., and at 2.20 a. m. got under way, and proceeded up river, towing the boats. At 3.20 came to anchor; sent the above-named boats in charge of the same officers, also accompanied by the General Putnam's cutter, in charge of Acting Master Commanding Hotchkiss. We landed, as you ordered, at Hutchings's house, surrounded it, and stationed our pickets. At daylight searched the house; found concealed up the chimney a man who answers to the name of Pritchard, whom we took prisoner; in the barn-loft we found concealed one (1) large box of tobacco and eight (8) small boxes of tobacco, marked and directed to Richmond. Our pickets seeing a man run through the woods fired at him, but missed him; but he lost his hat, which we secured, and found the name of Thomas Hutchings written inside.

Having secured our tobacco and prisoner, we proceeded on board. I then went on board the General Putnam, when Acting Master Commanding Hotchkiss informed me there was a rebel schooner up river in a creek, also a canoe, which had run the blockade, and a launch. I went on board, and got under way in company. After proceeding up river about five miles, anchored at a creek; called away both cutters, in charge of same officers, the Putnam manning two boats, the gig and cutter. We then proceeded up the creek in the following order: The gig of the General Putnam, Acting Master Commanding Hotchkiss in charge; Morris boat; first cutter of Jones; second cutter of Jones; and General Putnam's cutter bringing up the rear. Immediately on rounding a point in the creek we were fired upon by rebel soldiers and guerillas. We returned the fire with spirit, but they having the advantage, owing to their being in the woods, we were obliged to retreat. Acting Master Commanding Hotchkiss was killed, two of his men wounded, also two of the Jones's men who were in the second cutter; the cutter received four shots, the first cutter one shot. Immediately on returning we got under way, Acting Master Lewis having the General Putnam in charge. We commenced shelling the woods, and continued to do so for about four miles down the river, when I took the General Putnam in tow and proceeded to Yorktown.

Respectfully, &c.,

W. R. HATHAWAY,
Acting Master, Comd'g U. S. Steamer Commodore Jones.

Lieutenant Commander J. H. GILLIS,
Commanding U. S. Steamer Commodore Morris.

DESTRUCTION OF THE BLOCKADE RUNNER HEBE, ANGLO REBEL STEAMER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, N. C., August 24, 1863.

SIR: At daylight on the 18th instant the steamer Hebe attempted to run into Wilmington by the New Inlet entrance.

Being headed off by the Niphon, Acting Ensign Breck commanding, she chose to head ashore a few miles above Fort Fisher, (on Federal Point,) and her crew escaped in boats. It was then blowing a gale from the northeast, with a heavy sea.

As there was no prospect of getting the Hebe off, she was set on fire by a boarding party from the Niphon, or by the shells of the Niphon and Shokokon, Lieutenant W. B. Cushing commanding, after the boarding party had been captured by the enemy, who, with two pieces of artillery and riflemen, well protected by the sand hills close by, fired sharply upon the boarding party and upon the vessels, whose firing was affected by the heavy swell.

The Niphon lost two boats, which were swamped, and fifteen persons, by capture principally, viz: Acting Ensign W. H. Crowningshield, Acting Master's Mate John Paige, Acting Third Assistant Engineer William Mason, five petty officers, five seamen, and one ordinary seaman. Of the Niphon's boarding party, Acting Ensign Dewey and three men were saved by the boats of the Shokokon and Niphon.

Acting Ensign Breck reports very favorably of the good and gallant conduct of Acting Ensign Crowningshield and the officers and men with him.

Lieutenant Cushing and Acting Ensign Breck deserve credit for their good conduct on this occasion.

The Hebe is an iron propeller, and, like the Kate, she was as thoroughly burned as the water in her would allow.

On my return to the blockade here from a brief and active tour of duty in the sounds, I moved this and other vessels to the wreck, which the enemy was protecting and discharging of some damaged cargo.

The enemy was driven off, and two rifled pieces (one a Whitworth) captured and brought off, with some ammunition.

The wreck was fired into as a target and with a view to the effective destruction of the boilers and machinery, as the latter could not be saved.

I have the honor to be, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional despatch of Acting Rear-Admiral Lee.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., September 9, 1863.

SIR: The following reports refer to the movement I made on the morning of the 23d ultimo, referred to in my No. 792, of August 24.

The reports enclosed are:

1. Commander T. H. Patterson, (August 23,) of the James Adger, enclosing report of ammunition expended.

2. Commander N. B. Harrison, (August 23,) of the Minnesota, enclosing report of ammunition expended.

3. Fleet Captain P. Crosby, (September 8.)

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander T. H. Patterson, commanding United States steamer James Adger.

UNITED STATES STEAMER JAMES ADGER,
Off New Inlet, N. C., August 23, 1863.

SIR: I have the honor to report that, in obedience to your orders of this morning, I steamed towards the Hebe, lying close to the beach, about six miles north of Fort Fisher, the Niphon leading, and the flag-ship following this vessel.

At 8.10 a. m., when within about five hundred yards of the Hebe, in obedience to a general signal, I opened fire on the enemy, which was immediately returned by them, who were in some force, with two pieces of artillery in position on sand hummocks, about one hundred yards from and abreast of the Hebe.

I approached the Hebe within three hundred yards, and sent a boat, in charge of Acting Ensign Charles F. Keith, accompanied by Acting Second Assistant Engineer John Carver, to ascertain if it was practicable to haul her off, and the condition of her engines. The enemy, on discovering the boat, opened a fire on her with musketry and from a Whitworth gun. Shortly after she reached the Hebe she was recalled, in obedience to signal from the flag-ship, and, in returning, was fired on as before; but I am happy to be able to state that, except a very slight flesh wound received by John Deuchars, boatswain's mate, no one in her was injured, neither did the boat sustain the slightest damage.

While the boat was absent it was necessary to keep this vessel as near the Hebe as the depth of water would admit, and in one position. During this time the enemy appeared to concentrate their fire on this vessel, and struck her hull three times, several shot ricochetting closely over us. One Whitworth shot cut two of the second rim braces of the starboard wheel, which broke the shot. Large fragments of it then passed through the starboard bulwarks and lodged in the port side. A second shot passed through the air-jacket, smoke-pipe of donkey boiler, cut in two an iron main-rope stanchion on port side of hurricane deck, and through both sides of port waist boat, destroying all her oars. A third shot passed through the starboard side, about three inches above the berth deck, demolished a mess chest, cut through five planks of the berth deck over the starboard boilers, then broke in two, one piece lodging on the deck, and the other passing between it and the boiler, tearing some of the felt off the latter.

After getting my boat alongside I moved a short distance to the southward, and continued my fire on the enemy until called off by signal from the flags-hip.

About 9.15 a. m. the enemy ceased firing, and made no further demonstration. Following the motions of the flag-ship, I commenced firing at the Hebe with shell from the 9-inch pivot, unloaded shell from the Parrott, and solid shot from the 32-pounders.

At 10.15, in obedience to signal, passed within hail of the flag-ship, and re-

ported in person to you, when I was directed to send a boat from this vessel to co-operate with others from the squadron in embarking the abandoned guns of the enemy. I moved this vessed to the position assigned me, to observe any movements on the part of the enemy and protect the working parties.

At 2.30 p. m., the guns having been embarked, my boat returned, and, in obedience to signal, I left my position near the Hebe, and at 5 proceeded to occupy my station on the blockade off New inlet, North Carolina.

Though the force opposed to us this morning was not great, it was sufficient to develop the character of the officers and men, and their conduct was all that could be desired. Permit me, sir, to bring to your notice the coolness and good conduct of Acting Ensign Charles F. Keith and Acting Second Assistant Engineer John Carron; also that of the boat's crew while under a sharp fire from a Whitworth gun and musketry in going to and returning from the Hebe.

Enclosed herewith I forward a report of the ammunition expended.

Very respectfully, your obedient servant,

T. H. PATTERSON, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, off New Inlet, N. C.

Acting Gunner Pennington's report of ammunition expended by the James Adger.

UNITED STATES STEAMER JAMES ADGER,
Off New Inlet, N. C., August 24, 1863.

SIR: I very respectfully submit the following report of ammunition expended on board this ship while engaging the rebel batteries and destroying wrecked steamer, August 23, 1863:

Shells loaded and fuzed, 9-inch, 5″	34
Do. do. 6-inch, 5″	31
Do. do. 20-pounder rifle, 4″	10
Do. do. do. 3″	9
Shells empty, 20-pounder rifle	20
Total	104
Solid shot, 32-pounder	59
Total shell and shot	163

90 6-pound charges common powder	540	pounds.
34 10-pound do. do.	340	do.
39 2-pound do. do.	78	do.
Total amount of powder	958	do.

Very respectfully, your obedient servant,

J. H. PENNINGTON, *Acting Gunner.*

Commander T. H. PATTERSON,
Commanding U. S. Steamer James Adger.

Report of Commander N. B. Harrison, commanding U. S. S. Minnesota.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, N. C., August 23, 1863.

SIR: This morning, in obedience to your order, I steamed toward the wreck of the Hebe, lying on the beach about half way between Fort Fisher and Masonborough Inlet. The Niphon and James Adger were sent ahead to report soundings and cut off the retreat of the enemy, by the beach, to Fort Fisher, and enfilade him if he remained. The ship was brought within six hundred yards of the wreck, when a two-gun rifled battery was discovered behind the sand hill just back of and near to the wreck. Several shot from this battery passed over, between our masts, and one struck under the sill of No. 9 port, cutting two planks half way through. At 8.30, having got the range whilst waiting for the Adger, recalled boat to get out of the line of fire; opened on the battery with 5″ shell, beginning with the forward gun 1, and firing in succession aft. The practice was good, and soon caused the enemy to cease firing and to abandon his guns, as was ascertained by a boat sent from this ship in charge of Acting Master Coop.

The Hebe being full of water, we opened a deliberate fire for the purpose of destroying her boilers and machinery. At 10.30 sent the launch and four cutters, in charge of Fleet Captain Crosby, on shore to bring off the guns. At 2.30 the boats returned, having accomplished the purpose. Chief Engineer Garvin could not ascertain the condition of the Hebe's boilers and machinery, owing to the quantity of water in the vessel.

Enclosed I send a report of ammunition expended, from the gunner.

I am, respectfully,

N. B. HARRISON, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

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Gunner Homer's report of ammunition expended on the Minnesota.

UNITED STATES FLAG-SHIP MINNESOTA,
Off New Inlet, North Carolina, August 24, 1863.

SIR: I respectfully submit the following report of ammunition expended on board this ship while engaged with rebel battery and destroying the wreck of the Hebe:

Fourteen 11-inch shell, loaded and fuzed, 5″; one hundred and eleven 9-inch ditto, 5″; twenty-one 9-inch ditto, 10″; three 150-pounder ditto, percussion; ten 150-pounder ditto, 5″; six 100-pounder ditto, 5″; three 11-inch shot; one 150-pounder shot; three 100-pounder shot; nineteen hundred and seventy-seven pounds of common powder.

Very respectfully, &c.,

CHARLES W. HOMER, *Gunner.*

Commander N. B. HARRISON,
Commanding United States Flag-Ship Minnesota.

Report of Fleet Captain Pierce Crosby.

UNITED STATES FLAG-SHIP MINNESOTA,
At Sea, September 8, 1863.

SIR: In obedience to your order of the 23d ultimo, I landed with the boats from this ship and brought off the battery, consisting of two guns, used against us by the rebels, near the wreck of the blockade runner Hebe, they having been abandoned and the enemy driven off by the fire of our guns.

The following is a description of guns, ammunition, and articles belonging to them, which we brought on board, viz:

One Whitworth rifled gun, three-inch calibre; extreme length, eight feet ten inches; length of bore, eight feet four inches; and marked Whitworth Ordnance Co., No. 46, Patent 1861, Manchester; one field-carriage for the same, marked No. 220; one caisson for the same; one limber for the same; three ammunition boxes for the same; twenty-four shot; eight shell; three sights; thirty-five charges for the Whitworth gun; one extractor for the same; one rifled gun, four-inch calibre; extreme length, six feet eleven inches; length of bore, five feet five inches; marked Fawcett, Preston & Co., Liverpool, 1862; one field-carriage for the same; one sight for the same; eighteen shell for the same.

There was a quantity of rubbish on the beach, such as an old sail, rope, and two boats badly stove, which I had burned up; also some three or four bales containing cloth and blankets, and about three bales of the same which had been broken open and scattered on the beach prior to our landing; all of which had been damaged by fire, water and dirt.

Very respectfully, your obedient servant,

PIERCE CROSBY, *Fleet Captain.*

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Additional letter of Acting Rear-Admiral Lee, transmitting reports.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, N. C., August 24, 1863.

SIR: I transmit, enclosed, the following reports respecting the stranding and destruction of the steamer Hebe whilst attempting to run the blockade into Wilmington, N. C., on the 18th instant, viz:

No. 1, from Captain Case, United States steamer Iroquois, of the 21st instant, enclosing copy of—

A. Report from Acting Ensign Breck, commanding United States steamer Niphon, dated 18 August.

B. Report of Acting Ensign Dewey, United States steamer Niphon, dated August 18.

C. Report from Acting Assistant Paymaster Barker, United States steamer Niphon, giving list of officers and men lost on this occasion, and dated August 18.

D. Report, dated August 18, from Acting Master's Mate Porteous, United States steamer Niphon, of arms lost and ammunition expended.

E. Copy of report from Acting Ensign Breck, commanding United States steamer Niphon, dated August 20.

Lieutenant Cushing's report has not yet been received.

I have the honor to be, very respectfully,

S. P. LEE,
Acting Rear-Admiral Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

No. 1.

Letter of Captain A. L. Case.

UNITED STATES STEAM-SLOOP IROQUOIS,
Off Beaufort, N. C., August 21, 1863.

SIR: I have the honor to transmit herewith a copy (marked A) of the report of Acting Ensign Breck, of the driving ashore and destruction of the steamer Hebe, with other papers in relation thereto, marked, respectively, B, C, D, and E.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain United States Navy.

Acting Rear-Admiral S. P. LEE,
Comd'g North Atlantic Blockading Squadron.

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A.

Report of Acting Ensign J. B. Breck, commanding United States steamer Niphon.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., August 18, 1863.

SIR: I have the honor to report that on the morning of this date, (it blowing a gale of wind from NE.) at 4.45 a. m., saw a steamer burning black smoke about five miles N. by W. of us, Fort Fisher bearing W.SW. of us four miles. Stood for her to head her off, and when within about a mile the blockade runner (which proved to be the Hebe) up helm and run in shore, the crew of the steamer escaping in boats.

Sent Acting Ensign W. W. Crowningshield, (executive officer,) Acting Ensign E. H. Dewey, Third Assistant Engineer Wm. Mason, and a boat's crew of seven men. They succeeded in getting on board, but the boat was swamped alongside. Mr. Crowningshield's orders were to set her on fire, as there was no possibility of getting her off, on account of the heavy sea. I sent two other boats, and the steamer Shokokon, which had now come to our assistance, sent one. One of my boats was driven on shore and the crew taken prisoners by some cavalry oldiers. The other boat succeeded in getting Ensign Dewey and one man off; the Shokokon's boat getting two men. I again sent the remaining boat to endeavor to rescue Mr. Crowningshield and those with him, but unfortunately it was capsized, but I think all succeeded in getting on shore and were taken prisoners.

On both trips Acting Master's Mate Paige had charge of the boat. Some fifty or sixty riflemen, besides the cavalry, kept up a constant fire upon us and upon the men on board the steamer, we being in about half rifle range. A Whitworth two-gun battery kept up a constant fire also at point-blank range, but, strange to say, no one was hurt by either rifles or large shot.

Our running rigging was somewhat cut up, and we have a great many marks of bullets about our masts and bulwarks, but no damage of consequence, except the loss of our three boats.

Mr. Crowningshield, finding that we could not rescue him, set fire to her thoroughly, jumped overboard with his officers and men, and no doubt reached the shore.

We saw some men lying on the beach killed, but if ours or the enemy's I

do not know. We shelled them for three hours, until we saw the flames break out through her, and that her destruction was sure, when we stood off shore, the sea being so high that it was dangerous for the Niphon to remain any longer, she being very light, having only fifteen tons of coal on board.

All hands, both officers and men, did their duty well. I enclose Ensign Dewey's report to me. The Shokokon was of great assistance, standing in and drawing the enemy's fire.

To Mr. Crowningshield and the officers and men with him the destruction of the Hebe is due, and I have only to regret their loss.

The Hebe's cargo consisted of drugs, coffee, clothing, and provisions. She is an iron propeller, of the same description as the Kate. The state of the weather only prevented our getting her off without damage.

Very respectfully, your obedient servant,

J. B. BRECK,
Commanding United States Steamer Niphon.

Captain A. LUDLOW CASE,
Commanding United States Steamer Iroquois,
and Senior Officer present off New Inlet, N. C.

B.

Report of Acting Ensign E. H. Dewey.

U. S. STEAMER NIPHON, OFF NEW INLET, N. C.,
August 18, 1863.

SIR: I have the honor to report that, in company with Acting Ensign H. H. Crowningshield, in charge of boat, and Acting Third Assistant Engineer H. Mason, I proceeded on board the prize steamer Hebe, with orders to fire her, in the second cutter. We found her hard and fast aground in seven feet of water. She was evidently from Bermuda, bound to Wilmington, with a full cargo of coffee, drugs and medicines, clothing, and a few bales of silk. On arriving on board we found the engines still in motion, but the engineer finding no water in the boilers, and no means of getting any into them, hauled the fires. He immediately commenced gathering together combustibles in the after cabin and fore hold, using bulkheads, furniture, &c., to spread the flames, should it become necessary to burn her. At 5.45 the first cutter, in charge of Cockswain John C. Laroach, with four men, came to run a line to us from our ship, but the line parted, the boat swamped, and the crew waded ashore, which was within ten rods of where the Hebe lay. I immediately ordered them to abandon their attempts to save our boat, and take possession of one of three of the Hebe's boats, which were lying abreast of her on the beach, and come off to the steamer. The men, headed by Laroach, started to execute my order, but just as they arrived at the boat three rebel cavalrymen on shore, about one hundred and fifty yards distant, opened fire with rifles upon us on board the steamer, which fell about fifty yards short. Laroach, followed by his boat's crew, ran up the banks and surrendered themselves.

At 8 a. m. a cavalry force of about forty men came down under cover of the bank and opened a rapid fire of musketry upon us. We immediately hauled our boat alongside, set the ship on fire fore and aft, and made preparations to abandon her; but while alongside, our boat was stove in and filled, and we were forced to abandon the idea of leaving her. We immediately put out the fires, and made signals to our vessels for assistance. All of this time a rapid fire from the enemy was kept up at the steamer.

At 10.30 a. m. the Shokokon and our ship sent boats to our assistance.

As the sea was making a clean breach over us, it was impossible to bring the boats alongside, so we were obliged to jump overboard and swim to them. Theodore F. Naudin, Jedediah W. Green, Daniel Sullivan, and William S. Vickery were in this manner rescued; the rest, being unable to swim, were forced to remain on board.

The Shokokon's boat having a line fast to her from the ship, I took a small line and jumped overboard with it for the purpose of taking it to her boat to assist those remaining on board to get off, narrowly escaping drowning, having been knocked forcibly by a sea twice against the propeller, though I succeeded in my attempt to run the line to the boat, when she made it fast and hauled alongside of her own vessel. I then returned to the ship, leaving on board Acting Ensign and Executive Officer H. H. Crowningshield, Third Assistant Engineer H. Mason, Boatswain's Mate William A. Cooper, Captain of Forecastle Timothy Driscoll, and seaman Peter Hyland.

I would most respectfully recommend for your consideration the following men, who particularly distinguished themselves for their gallantry and good behavior while on board the Hebe; they worked with alacrity, and attended strictly to the business of gathering combustibles to fire her with, and, although there were several cases of liquors on board, yet, instead of drinking it, they broke the bottles and poured the contents upon the fuel. Their names are as follows: William A. Cooper, boatswain's mate; Timothy Driscoll, captain of forecastle; Jedediah W. Green, cockswain; Peter Hyland, Theodore Naudin, William S. Vickery, seamen, and Daniel Sullivan, landsman.

Very respectfully, your obedient servant,

E. H. DEWEY,
Acting Ensign United States Steamer Niphon.

Acting Ensign J. B. BRECK,
Commanding United States Steamer Niphon.

C.

Report of Acting Assistant Paymaster Barker of the missing officers and crew of the Niphon.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., August 18, 1863.

SIR: The following is a list of officers and crew missing from this vessel, viz: William H. Crowningshield, acting ensign; John Paige, acting master's mate; William Mason, acting third assistant engineer; William A. Cooper, boatswain's mate; Frank Hansel, carpenter's mate; John C. Leroach, captain forecastle; Timothy Driscoll, captain forecastle; Bernard Hughes, second class fireman; Peter Hyland, Theodore F. Naudin, John Grey, Charles Thompson, and John Reynolds, seamen; Robert Carr, ordinary seaman; John A. Rodgers, landsman.

Respectfully, &c.,

THEODORE BARKER,
Acting Assistant Paymaster.

J. B. BRECK,
Commanding United States Steamer Niphon.

D.

Report of Acting Master's Mate James Porteous of ammunition, &c., expended and lost.

UNITED STATES STEAMER NIPHON,
Off New Inlet, Wilmington, N. C., August 18, 1863.

SIR: I have the honor to report to you the amount of ammunition, shell, rifles, pistols, and cutlasses, expended and lost this day during the running ashore and destruction of the blockade-runner steamer Hebe, as follows, viz: Five revolvers, six rifles, nine pistols, ten cutlasses, fifty-four 32-pounder shell and cartridges, twenty-six Parrott shell and cartridges, thirty-two howitzer shell and cartridges, ninety-five rifle shell and cartridges, fifty revolver cartridges, ten musket cartridges, and one battle-axe.

Your obedient servant,

JAMES PORTEOUS,
Acting Master's Mate, in charge of Powder Division.

J. B. BRECK,
Commanding United States Steamer Niphon.

E.

Additional report of Acting Ensign Breck.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., August 20, 1863.

SIR: I have the honor to report that I stood down near the wreck of the Hebe, and found her high up on the beach. She appeared to be burnt out inside, and her foremast gone. She also seemed full of water and the sea breaking over her. Her boats and those of this steamer were hauled up on the beach; also some other small articles from the wreck. A large number of people were on the shore near the Hebe.

Very respectfully, your obedient servant,

J. B. BRECK,
Commanding United States Steamer Niphon.

Captain A. LUDLOW CASE,
Commanding United States Steamer Iroquois,
and Senior Officer present off New Inlet, N. C.

Letter of Acting Rear-Admiral Lee, transmitting Lieutenant Commander Cushing's report.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, N. C., August 28, 1863.

SIR: I transmit, enclosed, the report, dated 24th instant, of Lieutenant Cushing, commanding the Shokokon, respecting the part taken by him on the 18th in rescuing the boats' crews of the Niphon and in destroying the anglo rebel steamer Hebe.

This report was not received until the 26th instant, or it would have accompanied my report of the 24th instant (No. 792) on that subject.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander W. B. Cushing, commanding United States steamer Shokokon.

UNITED STATES STEAMER SHOKOKON,
Off Wilmington, N. C., August 24, 1863.

SIR: I have the honor to report that early on the morning of the 18th I discovered a steamer ashore about eight miles to the northward of Fort Fisher. Stood in and found it to be the anglo-rebel steamer Hebe. She was on the beach, and the gunboat Niphon was near, making preparations to board her. One of Niphon's boats succeeded, it going alongside, but was stove, leaving the crew on the deck of the prize. It was blowing a gale from the northeast, making it lee-shore for us, and in the heavy sea two more boats, belonging to the Niphon, were swamped and their crews either shot, drowned, or taken prisoners by the enemy, who kept up a constant fire from infantry and artillery.

I now sent a boat in, and succeeded in rescuing two of the Niphon's men. After throwing a shell into the Hebe forward to warn the three men to leave her, and having seen them reach the beach, we commenced a heavy fire that soon riddled her. Twice she was on fire from our shells, and twice the sea extinguished the flames; but just after a shell exploded abaft the smoke-stack, her decks blazed up, and continued to burn until she was a wreck. Our fire was kept up at from one to three hundred yards range. The rebel artillery was used against us about four hours, but all their shell passed over, and did no injury. The vessel was somewhat marked up by musket bullets.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

DESTRUCTION OF BLOCKADE RUNNING SCHOONER ALEXANDER COOPER.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, North Carolina, August 28, 1863.

SIR: I transmit enclosed the interesting report of Lieutenant Cushing, respecting the destruction of the blockade-running schooner Alexander Cooper, in New Topsail inlet, on the 22d instant.

Lieutenant Cushing had previously communicated his plan to me and received my authority for undertaking it. This was a handsome affair, showing skill and gallantry. I regret that the contrabands, who, under orders, assisted our little band and thereby were compromised, could not have been brought off. I

recommend Mr. Cony for promotion to acting master, and approve of Lieutenant Cushing's recommendation to promote Robert Clifford to master's mate.

I have the honor to be, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant W. B. Cushing, commanding the Shokokon.

UNITED STATES SHIP SHOKOKON,
Off Wilmington, North Carolina, August 25, 1863.

SIR: I have the honor to report that we have destroyed the blockade-running schooner Alexander Cooper, under the following circumstances. On the 12th, I made a reconnoissance with boats in New Topsail inlet, and was driven out by the fire of four pieces of rebel artillery stationed opposite the mouth, but not before I had discovered a schooner at a wharf some six miles up the sound. This schooner I determined to destroy, and as it was so well guarded I determined to use strategy.

On the evening of the 22d the Shokokon anchored close in to the sea beach, about five miles from the inlet, and I sent ashore two boats' crews, who shouldered the dingin and carried it across the neck of land that divides the sea from the sound. This was about half a mile in width and covered with a dense thicket.

The crossing placed my men some miles in rear of the artillery force guarding the entrance. The dingin being launched in the inside waters, six men, under my ex-officer Acting Ensign James S. Cony, started with orders to capture or destroy anything that might be of use to the enemy.

Now it seems that a 12-pounder howitzer was stationed at the point for which we were aiming, and the smoke-stack of my steamer having been seen over the trees, the commandant of the post, Captain Adams, had come down from the main camp to insure a bright lookout. While the rebels at the schooner's mastheads were straining their eyes in looking to the southward, my boat was approaching in the other direction, and the men succeeded in landing about fifty yards from the wharf without being discovered. The master-at-arms, Robert Clifford, crept into the rebel camp and counted the men, and having returned to his shipmates, a charge was ordered, and our seven men bore down on them with a shout. In a moment the enemy (who outnumbered us three to one) were routed, leaving in Mr. Cony's possession ten prisoners, including Captain Adams and Lieutenant Latham, one 12-pounder army howitzer, 18 horses, one schooner, and some extensive salt works. Mr. Cony then threw out two pickets, detailed two men to guard the prisoners, and with the remaining two fired the vessel and salt works. These were thoroughly consumed.

The object of the expedition being accomplished, my men returned to this vessel without loss, bringing with them three of the prisoners, all that the boat would contain. The rebel officers and privates were dressed alike, and Mr. Cony was at a loss to know what three to retain. He settled the matter, however, by picking out the three best looking ones, who *all turned out to be privates*. So the officers owed their safety to their lack of physique—a new feature in military strategy.

While this was going on at the main land, my pickets on the beach side, under Acting Master's Mate Proudfit, engaged and repulsed the rebel picket

force in that quarter without loss on our side. The manner in which my orders were carried out is highly creditable to Mr. Cony, who is, I beg leave to state, a good officer, seaman, artillerist, and navigator. The names of the men who made this daring charge are Robert Clifford, master-at-arms; Henry Mansfield, cockswain; Edward Brit, ordinary seaman; James Walingford, captain of forecastle; Herman P. Loss, landsman; Henry Vonversen, ordinary seaman. Clifford has volunteered on no less than four occasions of danger since I have been aboard, and never fails to do his duty. He is qualified for promotion to master's mate. All are good men. This schooner cleared from New York for Port Royal, South Carolina, with an assorted cargo, and was towed once outside the line of blockade by a gunboat. I shall try to learn the names of the *patriotic* citizens of my State who entered into this little speculation.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, off Wilmington, N. C.

JOINT NAVY AND ARMY EXPEDITION TO MATTHEWS COUNTY, VIRGINIA.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., October 10, 1863.

SIR: On my return from Washington, on the 29th ultimo, I stopped at Yorktown and communicated with Lieutenant Commander Gillis. Measures were progressing to suppress rebel boat expeditions from Matthews and Gloucester to the Eastern Shore counties of Virginia, as the department was informed in Captain Gansevoort's letter of the 28th ultimo. I subsequently communicated personally with General Foster on the subject. The plan of operations is stated in my communication of October 3d to Lieutenant Commander Gillis, (a copy of which is herewith enclosed, marked A.) The results of the expedition are stated in the enclosed report of the 8th instant, from Lieutenant Commander Gillis, marked B.

The prisoner, E. McGuire, acting master in the rebel navy, is reported to belong to Hog island, Virginia, north of Cape Charles. He was probably engaged in the capture of vessels made in that vicinity, as reported in my No. 841 of September 30.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

INSTRUCTIONS TO LIEUTENANT COMMANDER JAMES H. GILLIS.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., October 3, 1863—10.30 *p. m.*

SIR: I send the Stepping Stones and Ceres to assist you. General Foster was on board to-day, and informed me that the troops would leave Yorktown Sunday morning, and that the gunboats should leave there Monday morning to co-operate with them. A despatch received from him at ten o'clock to-night informs me that the troops and gunboats have gone. But for this change of

plans, I should have had the Alert, now on picket duty, ready to join you. The general thinks the main point for the gunboats is up North river, where there should be two navy and two army gunboats to co-operate with the troops. He thinks, if his troops are prepared, that the portion sent towards East river may embark in that river, and that there should be one navy and one army gunboat there, where, I understand, he would have some transports. The gunboats should go up this river as high as practicable, having due regard to the width of the stream and the exposure to sharpshooters and musketry in force.

To prevent the escape of the rebels by water, the western bay shore and the Piankatank should be guarded by gunboats.

I will send the Ceres to Mobjack bay in the morning if a pilot can be obtained for her by that time.

Respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieutenant Commander J. H. GILLIS, U. S. N.,
Commanding U. S. Steamer Commodore Jones, Yorktown, Va.

Report of Lieutenant Commander J. H. Gillis.

UNITED STATES GUNBOAT COMMODORE JONES,
Off Yorktown, Virginia, October 8, 1863.

SIR: I have the honor to submit the following report of the movements of the vessels in this portion of the North Atlantic blockading squadron during the last four days.

Having made every arrangement with Brigadier General I. J. Wistar to co-operate with him in a movement against the enemy in Matthews county, having for its object the breaking up of an organization denominated the Marine Coast Guard, I started on the morning of the 5th instant for Mobjack bay, accompanied by the naval gunboats Stepping Stones and Ceres, and the army gunboats General Jesup, Smith Briggs, C. P. Smith, Flora Temple, and West End. I had previously directed the General Putnam to meet me in Mobjack bay on that day.

I directed Acting Lieutenant W. W. Kennison, in the Samuel Rotan, to cruise off the mouth of Horn harbor, and Acting Master J. B. Studley, with the Young Rover. to cruise off the mouth of Milford Haven, both vessels to send out boats at night, and to use every effort and all vigilance to prevent the enemy making their escape by water, on the east side, while the Ceres, Acting Master Foster, cruised between New Point Comfort and the mouth of East river.

I sent the Stepping Stones, Acting Master Campbell, up North river, and the General Putnam up East river to Williams's wharf. Having made these dispositions of the naval vessels, I went up as far as the Piankatank with this vessel, and returned the same evening and went up East river, where I remained until the evening of the 7th instant, when the cavalry having all started on its return, I went around into North river and communicated with the Stepping Stones; and learning that no information had been received from General Wistar, that the expedition had started back, returned this morning to East river, where I could hear nothing more in regard to the movements of the troops.

I remained there until after ten o'clock, when I became satisfied that there was no further need of my remaining at that place.

I returned to Mob-jack bay, found that the Smith Briggs and General Jesup had come around from the Piankatank, and were on their way back to Yorktown.

I ordered the Stepping Stones and Ceres to report at Yorktown, and returned with this vessel.

While up East river there were sent on board this vessel twelve prisoners captured by the cavalry; they are now on board, but will be turned over to Brigadier General Wistar in the morning. There are also seven on board the Stepping Stones; they also will be turned over to General Wistar in the morning. There are four commissioned officers amongst the prisoners, besides several members of the Marine Coast Guard. A list of the prisoners accompanies this. It has been found to be a very difficult matter to break up the organization, for the reason that as soon as our cavalry is seen approaching, they (the rebels) take to the woods, and knowing every path, find no difficulty in eluding pursuit in almost every instance.

Two brothers by the name of Smith were caught, and one of them having fired upon and killed one of our cavalry, was summarily dealt with, having been hung by the order of General Wistar; the other was found at twelve o'clock at night, with a pair of pistols in his pockets, riding along the road, and upon being interrogated as to his business, said that he was out shooting crows; but his answer not being satisfactory, he was brought in, and his fate will probably be the same as that of his brother's; his house has been a regular rendezvous for the Coast Guard, and he has been extensively engaged in the blockade-running business.

At the house of a Mr. Tabb three compasses were found, probably belonging to the vessels recently captured in Wachapreague inlet. I have them on board. The leader of the band of pirates, a man by the name of Bell, had his headquarters at the house of Tabb; and I have no doubt but what I shall yet be able to capture him if he remains at that place.

One large boat, pulling twelve oars, was captured; but in towing her, the stem was pulled out and she sank. Quite a number of canoes were destroyed, and I think that the expedition will have a good effect, as the impression has been left that it is the intention to send frequent expeditions down into that section.

I learned on the morning I started that *torpedoes* had been planted in York river, opposite to Rowan's Point, about sixteen miles from this place, and also that they had been placed all along the York and Pamunkey rivers, at intervals between that place and the "White House," and that all boats had been stopped from going up or down, *until after the gunboats had gone up*. A man by the name of Anderson, who lives on the York river, was heard to say that "the Yankee gunboats would not hereafter be able to go up and down the river as they had been in the habit of doing." I shall try and take up the torpedoes.

I have retained the Stepping Stones and Ceres until further orders from you. They would be very useful here indeed, the former vessel especially, as she is in every respect peculiarly fitted for the duty that would be required of her here, being of light draught, and consuming but a very small quantity of coal daily.

The Young Rover is almost worthless for this duty, as, with a good breeze, she cannot make over four or five knots an hour, owing to her bottom being so foul; and her boiler is so far gone, that her steam power is not sufficient to be of any use.

Please inform me what disposition I shall make of the compasses.

Hoping that this report will prove satisfactory,

I remain, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

DESTRUCTION OF THE BLOCKADE RUNNER VENUS.

UNITED STATES STEAMSHIP NANSEMOND,
Off New Inlet, Wilmington, N. C., October 21, 1863.

SIR: I have the honor to report the capture and entire destruction of the blockade runner Venus, from Nassau to Wilmington, with a cargo of lead, drugs, dry goods, bacon, and coffee.

This morning at 2.30 she attempted to run the blockade, but was discovered by this vessel, and after a short chase overhauled; when abeam I opened fire on her, one shot striking her foremast, another exploding in her ward-room, a third passing through forward and killing one man, and a fourth, striking under the guard near the water-line, knocked in an iron plate, causing her to make water fast; she was run ashore. We boarded her at once, capturing her captain and twenty-two of her officers and crew.

The United States steamer Niphon, Acting Master J. B. Breck, commanding, which was lying near where she went ashore, came immediately to my assistance. I ran a nine-inch hawser to the Venus, and Captain Breck sent a seven-inch hawser to the Nansemond's bow, but all our efforts were unavailing, as the tide had turned ebb, and she was going at least fourteen knots per hour when she went ashore. Finding it impossible to move her, I ordered her to be set on fire, which was done in three places by Acting Ensigns Porter and Henderson, of this vessel. Our boat was for some time exposed to a sharp fire of musketry from the beach, and the vessel was within range of one of the batteries. We had just commenced shelling her machinery, when another vessel was seen off shore, and by the light of the burning steamer I was able to give him one shot, and started in pursuit, but it was so cloudy and hazy that we lost sight of him again, and ran back, making the land to the northward. In the mean time Captain Breck, with the assistance of the Iron Age, Lieutenant Commander Stone, had completed the destruction of the Venus, her boilers having been blown up and her hull riddled with shell.

I have to express my thanks to Captain Breck for the prompt assistance rendered me by sending his boats to assist in carrying our heavy hawser, and by sending a hawser to the Nansemond's bows; his boats then reported to Acting Ensign J. H. Porter, who was in charge of the Venus. The fire forward not burning as well as was expected, he sent a boat on board in the morning and rekindled it.

The Venus was 265 feet long, and 1,000 tons measurement, and is represented by her captain and officers to have been one of the finest and fastest vessels engaged in running the blockade. She had the finest engines of any vessel in this trade, and was sheathed completely over with iron. She drew eight feet of water, and, when bound out last, crossed the bar at low water, with over six hundred bales of cotton on board. The wrecks of the Hebe, Douro, and Venus, are within a short distance of each other.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant Commanding.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

SOUTH ATLANTIC SQUADRON.

ATTACK UPON REBEL FORT AT GENESIS POINT, GREAT OGEECHEE RIVER.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, January 28, 1863.

SIR: Considering it desirable to test in every way the efficiency of the iron-clads that had arrived, and to avail myself of their presence until others come, I sent Commander Worden down to Ossabaw to operate up the Great Ogeechee river, and capture, if he could, the fort at Genesis Point, under cover of which the Nashville was lying, now fitted as a privateer and waiting to run the blockade, and in case of success the railroad was also accessible.

I enclose a copy (marked No. 1) of Commander Worden's report, received at midnight by the hands of Ensign Johnson, one of my aids, who, in one of our armed tugs, witnessed and participated in the attack. He informs me that the fort was a very formidable casemated earthwork with bomb-proofs, and mounting nine guns, the firing from which was excellent.

We have obtained valuable information in the success of the working of the 15-inch gun, and although the Montauk was struck thirteen (13) times, she received no injury.

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Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander John L. Worden, commanding United States Steamship Montauk.

UNITED STATES STEAMSHIP MONTAUK,
Great Ogeechee River, January 27, 1863.

SIR: I have the honor to report that this vessel, in tow of the United States steamship James Adger, arrived off the bar, at Ossabaw sound, at 1.50 p. m. on Saturday, 24th instant. I reported immediately to Captain Green, and on returning to this vessel a thick fog set in. At 3.27 p. m. it lifted, so that I was enabled to proceed up the channel, under the pilotage of Mr. Godfrey. At 5.10 p. m. the fog compelled us to anchor. The fog remained with us all day Sunday, being so dense that we were unable to proceed.

On Monday the fog hung with us most of the morning, during which time I called the commanding officers of the Seneca, Wissahickon, Dawn, and C. P. Williams together, and arranged our plans of attack. At 1.30 p. m. I got under way, with Mr. Murphy as pilot, and stood up the river, anchoring just outside of the range of Fort McAllister. During the afternoon the Seneca, Wissahickon, the Dawn towing the C. P. Williams, came up and anchored in line astern. At 8 o'clock one boat from the Seneca and one from the Wissahickon, both in charge of Lieutenant Commander Davis, proceeded up the river to reconnoitre and

destroy the ranges of the enemy's guns which were placed near Harvey's Cut. This service was performed well, and Lieutenant Commander Davis reported to me. Just before midnight he went within a short distance of the obstructions of spiles, and from appearances came to the conclusion that the obstructions were protected by torpedoes.

At 7 o'clock this morning I got under way, followed by the vessels enumerated, taking up a position about one hundred and fifty yards below the obstructions, at a point designated by a flag placed there by Lieutenant Commander Davis last night. The other vessels anchored in line, about one and a quarter miles astern.

At 7.35 a. m. we opened fire on the fort. After firing our 11 and 15-inch guns once, the enemy opened a brisk fire upon us. In less than an hour we had obtained our ranges, the enemy's fire slackening. Their practice was very fine, striking us quite a number of times, doing us no damage. Most of their shot struck inside of fifteen feet from us. Our practice was good, the enemy replying only at intervals.

At 11.15 a. m., all our shells being expended, and finding our solid shot not seriously affecting the enemy, I ordered the firing to cease, and stood down the river. A rain storm and thick weather setting in, the other vessels were withdrawn out of range. The enemy have a very strong position. I send the Daffodil with this report, and shall await your further orders. I have no casualties to report from any of the vessels.

Very respectfully yours, &c.,

JOHN L. WORDEN, *Commander.*

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron.

CAPTURE OF THE STEAMER PRINCESS ROYAL.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., January 31, 1863.

SIR: I have the honor to report the capture, on the morning of the 29th instant, of the screw steamer Princess Royal, whilst attempting to run the blockade into Charleston.

The following are the circumstances connected with the capture:

At 3.15 a. m. a blue light was observed on the United States gunboat Unadilla, Lieutenant Commanding S. P. Quackenbush, in an easterly direction, supposed to be from the schooner Blunt. The Unadilla slipped cable and stood in shore in a northwesterly direction, guided by a rocket thrown up in the direction in which the strange steamer was stearing. This rocket also appeared to come from the Blunt. After standing in a mile and a half, Lieutenant Commander Quackenbush observed a steamer standing along the land in the direction of Charleston. He fired two shots at her, when her course was altered towards the beach, and she was run ashore. Two officers and an armed boat's crew were immediately sent to take possession. She proved to be the iron steamer (propeller) Princess Royal, last from Bermuda, four days out, and laden, as far as he could learn, with rifled guns, arms, ammunition, steam-engines for the iron-clads, and an assorted cargo.

On taking possession it was ascertained that the captain, supercargo, pilot, and some of the petty officers and a passenger had left the ship when she struck, and escaped to the shore, which fact was substantiated by the chief mate, under supercargo and chief engineer, as well as by seeing the two missing boats lying on the beach deserted.

By the active exertions of Acting Master E. Van Sice and Acting Ensign R. M. Cornell, of the Unadilla, assisted by boats' crews from the United States steamers Housatonic and Augusta, and schooners Blunt and America, aided by two of the engineers of the prize, she was got off without sustaining any injury.

There not being sufficient coal on board of the Princess Royal to send her north, she was ordered by the senior officer to this port to obtain a supply. No papers pertaining to ship or cargo were found on board of her at the time, except the shipping articles and a log-book; but after her arrival here, Acting Master Van Sice, of the Unadilla, the officer in charge of the prize, discovered, accidentally, in looking over the side, certain papers which had lodged in the fender in the attempt to throw them overboard. These refer principally to the cargo, and with the papers before mentioned, (which were all that were found on board,) will be forwarded to the United States district judge at Philadelphia.

The under supercargo, Hoxley, the chief mate, Shaw, the captain's clerk, a young man named Hacksley, whose father is said to be interested in the cargo, two of the engineers, and several of the firemen, go north in the prize. The rest of the crew will be sent by the first opportunity.

I desire to call the attention of the department to the fact that in this prize are two complete engines, said to be of great power, and intended for iron-clads, and respectfully submit whether an early use could not be made of them in two new iron-clads built to receive them.

I send the Princess Royal to Philadelphia under charge of Acting Master E. Van Sice, executive officer of the Unadilla, for adjudication, not wishing to expose such a valuable prize to any risk from gales off the Jersey coast, and I have written to Commodore Stribling to render her every assistance he can should there be ice in the Delaware.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B, Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

RAID OF REBEL IRON-CLADS UPON THE BLOCKADING FLEET OFF CHARLESTON.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 2, 1863.

Sir: I have the honor to report, that about 4 o'clock of the morning of the 31st ult., during the obscurity of a thick haze, two iron-clad gunboats came out of Charleston by the main ship channel, unperceived by the squadron, and commenced a raid upon the blockading fleet.

Most of the latter were of the light class of purchased vessels, two of the heaviest men-of-war, the Powhatan and Canandaigua, being at this port coaling and repairing.

The Mercedita was the first vessel attacked. Her officers and crew had been particularly watchful during the night, looking out for suspected vessels, and at 3 o'clock had shipped cable and overhauled a troop steamer running for the channel by mistake. She had returned to her anchorage, and Capt. Stellwagen had gone to his room for a short time, leaving Lieutenant Commander Abbot on deck, when one of the iron-clads suddenly appeared, her approach having being concealed by the haze and mist of the atmosphere.

The vessel was immediately hailed and an order given to fire; but the iron-clad being close aboard, and lying low in the water, no guns could be brought

to bear. A heavy rifle shell was fired from the enemy, which, entering the starboard side of the Mercedita, passed through her condenser, the steam drum of her port boiler, and exploded against the port side, blowing a hole in its exit some four or five feet square, killing the gunner and, by the escape of steam, scalding a number of the men, and rendering her motive power apparently useless.

Unable to use his guns, and being at the mercy of the enemy, which was lying alongside on his starboard quarter, all further resistance was deemed hopeless by Capt. Stellwagen, and he surrendered. The crew and officers were paroled, though nothing was said of the ship, the executive officer, Lieut. Commander T. Abbott, having gone on board the enemy's gunboat and made the arrangement.

The iron-clad leaving the Mercedita to her fate, to sink or not, next engaged the Keystone State, Commander Le Roy, who was also attacked by the other. Their fire was gallantly returned; but a shell exploding in the forehold of this vessel, she was set on fire. Commander Le Roy kept off until it was got under, when he steered again for one of the iron-clads, ordered full steam, and determined to try to run her down. The guns had been trained and depressed for a plunging fire at the moment of collision, and the ship had acquired a speed of twelve knots, when a shell or shot from the enemy passed through both steam-chests, wholly disabling her boilers and rendering her powerless.

Ten rifle shell struck the Keystone State, two burst on the quarter deck, but most of them struck the hull, being near and below the water line.

In the mean time, the Augusta, Commodore Parrott, the Quaker City, Commodore Frailey, and the Memphis, Acting-Lieutenant Watmough, kept up a fire upon the enemy, diverting their attention from the Keystone State, which was soon after taken in tow by the Memphis and drawn away from the fire. The Augusta and Quaker City were both struck in their hulls, the Memphis only in her rigging. The Housatonic, Captain Taylor, gave chase, and a shot from her struck the pilot-house of one of the iron-clads, doing, it is thought, some damage and carrying away one of her flags. The rebel vessels then passed to the northward, receiving the fire of our ships, and took refuge in the swash-channel, behind the shoals. The only casualties were on the Mercedita and the Keystone State. On the Keystone State they were very large; about one-fourth of her crew were killed and wounded, and among the former the medical officer of the ship, Assistant Surgeon Jacob H. Gotwald, who was scalded to death while rendering surgical aid to one of the wounded men. Nine of those who died perished from the escape of steam when the boilers and steam-chimn were penetrated; and among the wounded, the greater number received their injuries from the same cause.

As the Mercedita was the only vessel which surrendered, I have directed a court of inquiry to examine into the circumstances of the case, as well as into the terms under which the surrender was made. This investigation has been asked for by Capt. Stellwagen. I received this intelligence on Saturday, at 3 p. m., by the Augusta, which ship immediately returned to Charleston. The Mercedita soon after arrived, and the Keystone State in tow of the Memphis, when the latter vessel was at once sent back to her station. The James Adger, Commander Patterson, was also turned back as she was coming into Port Royal, and ordered to Charleston, and the Powhatan, through the commendable zeal of Capt. Gordon, was got ready by nine o'clock p. m. I had the channel and bar buoys lightened, when she passed out safely.

I forward herewith copies of the reports of Capt. Stellwagen, Lieut. Commander Abbot, and Commander Le Roy, (marked Nos. 1, 2, 3;) also the reports of the casualties on board the Mercedita and the Keystone State, (marked Nos.

4 and 5,). On the Mercedita there were four killed and three wounded; on the Keystone State, 20 killed and 20 wounded.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, &c.

P. S.— Since the above despatch was written, and as the mail was about to close, I received the report (herewith enclosed, marked No. 6,) of Captain William Rogers Taylor, of the Housatonic, the senior officer off Charleston, who, however, was stationed at the northeast end of the line of blockade, near the Rattlesnake shoal.

S. F. D. P.
Rear-Admiral.

P. S.— An additional statement just received from Commander Le Roy is herewith enclosed,(marked No. 7.)

S. F. DUPONT,
Rear-Admiral.

Report of Captain Stellwagen, commanding United States Steamer Mercedita.

UNITED STATES STEAMER MERCEDITA,
Port Royal, January 31, 1863.

SIR: I have to report that at 4.25 this morning two iron-clad rams, from Charleston, in the obscurity of a thick haze, and the moon having just set, succeeded in passing the bar, near ship channel, unperceived by the squadron, and made attack upon this ship, being first encountered.

Particular vigilance was exhibited by officers and men in expedition of vessels to run the blockade.

At 3 a. m. we had shipped cable and overhauled a troop steamer running for the channel by mistake. At 4 I laid down. Lieutenant Commander Abbott was on deck, giving orders to Acting Master Dwyer about recovering the anchor, when they saw a smoke and a faint appearance of a vessel close at hand. I heard them exclaim, "She has black smoke;" "watch, man the guns," "spring the rattle," "call all hands to quarters." Mr. Dwyer came to the cabin door, telling me a steamboat was close aboard. I was then in the act of getting my pea-jacket, and slipped it on as I followed him out; jumped to poop ladder, saw smoke and a low boat, apparently a tug, although I thought it might be a little propeller for the squadron.

I sang out, "Train your guns right on him, and be ready to fire as soon as I order." I hailed, "Steamer ahoy! Steer clear of us and heave-to. What steamer is that?" Then ordered my men, "Fire on him." Told him, "You will be into us. What steamer is that?" His answer to first or second hail was, "Hallo!" The other replies were indistinct, either by intention or from being spoken inside of his mail armor, until in the act of striking us with his prow, when he said, "This is the Confederate States steam ram." I repeated the order, "Fire! Fire!" but no gun could be trained on him, as he approached on the quarter, struck us just abaft our aftermost 32-pounder gun, and fired a heavy rifle through us diagonally, penetrating the starboard side through our Normandy condenser, the steam drum of port boiler, and exploding against port side of ship, blowing a hole in its exit some four or five feet square.

The vessel was instantly filled and enveloped with steam. Reports were brought to me, "Shot through both boilers," "fires put out by steam and water," "gunner and one man killed, a number of men fatally scalded, water over fire-

room floor, vessel sinking fast." "The ram has cut us through at and below water-line on one side, and the shell has burst at the other almost at water-edge."

After the ram struck, she swung around under our starboard counter, her prow touching, and hailed: "Surrender, or I'll sink you! Do you surrender?" After receiving reports, I answered, "I can make no resistance; my boiler is destroyed." "Then, do you surrender?" I said, "Yes;" having found my moving power destroyed, and that I could bring nothing to bear but muskets against his shot-proof coating.

He hailed several times to send a boat, and threatened to fire again. After some delay, a boat was lowered, and Lieutenant Commander Abbott asked if he should go in her, and asked for orders what to say. I told him to see what they demanded, and to tell him the condition we were in.

He proceeded aboard, and, according to their demand, gave his parole on behalf of himself and all the officers and crew. His report accompanies this. The ram having been detained half an hour or more, ran out for steamer Keystone State, which vessel and three others we had tried to alarm by lights. We saw a shell explode as it hit the ram, without injuring her. Saw the Keystone State was hit several times and saw the smoke and steam pouring from her. The firing then receded to northward and eastward, and was pretty brisk at the head of the line.

I set everybody to work taking care of wounded, pumping ship, stopping leaks, examining engine, &c. About 6 a. m. got things in order to start, a little steam on; hove anchor. The Stettin and Flag seeing our crippled state, stood out to us. I told them they might be wanted to the northward to pick up the men, the fighting now being over—(about 7½ p. m.)

In conclusion, I have to say that in this squadron, where all the vessels were conspicuous for vigilance, this ship has never been found wanting. Everything was done, the circumstances permitting, in a proper manner.

Very respectfully, your obedient servant,

F. S. STELLWAGEN, *Captain.*

Rear-Admiral S. F. DUPONT, *&c.*

Report of Lieutenant Commander T. Abbot, executive officer of the Mercedita.

UNITED STATES STEAMER MERCEDITA,
At Sea, off Port Royal, January 31, 1863.

SIR: In obedience to your order, I proceeded to the rebel ram and was received by Lieutenants Parker and Shylock, and conducted by the former inside of the house, where I was received by her captain (his name I did not learn.) I told him I had come in the name of Captain Stellwagen to give up the United States steamer Mercedita, she then being in a sinking and perfectly defenceless condition. They asked me about the condition of our boats and number of crew. I told him our boats were not large enough nor in a proper condition to carry our number of crew. After he had privately consulted with her commodore, he returned to me, saying that they had concluded to parole our officers and crew, provided I would pledge my sacred word of honor, that neither I, nor any of the officers and crew of the Mercedita, would again take up arms against the Confederate States during the war, unless legally and regularly exchanged as prisoners of war.

Believing it to be the proper course to pursue at that time, I consented. I was then informed I could return to the Mercedita. I will here state, in this report, that I was on deck at the time the smoke of the ram was discovered, and in less than two minutes she was into us. Your order to fire into her could no

be obeyed, as no gun in the ship could be depressed or trained to hit her, though every effort was made, she being so low in the water, and coming upon us quartering. We had only time to get the watch to their quarters, and before we could slip our cable we were without steam, a shell having passed completely through the ship and boiler.

I am, very respectfully,

T. ABBOT,
Lieutenant Commanding, and Executive Officer.

Captain H. S. STELLWAGEN,
United States Steamer, Mercedita.

Report of Commander Wm. E. Le Roy, Commanding United States steamer Keystone State.

UNITED STATES STEAMER KEYSTONE STATE,
Port Royal, S., C. January 31, 1863.

SIR: I have to report that about 5 a. m. of this day, while at anchor off the main entrance to the harbor of Charleston, S. C., this ship was approached by what was supposed to be a steamer; but regarding her appearance as suspicious, I ordered the cable slipped, and fired a gun, which was responded to by a shell, when I ordered the guns to be fired as they would be brought to bear upon the object. On putting my head to the eastward, it was discovered that there was one on either quarter. We made them out, from their peculiar construction, to be iron-clads, after the model of the Merrimack. Owing to fire in the fore hold, we stood to the northward about 10 minutes, and shoaling water, kept southeast about 10 minutes, to enable us to subdue the fire; and then I turned round, and, under full steam, proposed attempting to run down the ram, but about 6 a. m. a shell from one of them entered on the port side, under the forward wheel-house guard, passing through port steam chimney, and landing in starboard, depriving us of our motive power. Ten rifle shells struck the ship, and two bursted on the quarter deck, most of them striking the hull, being near and below the water-line.

Our steam chimneys being destroyed, our motive power was lost, and our situation became critical; there were two feet of water in the ship, and leaking badly; water rising rapidly; the fore hold on fire. Others of the squadron coming along, the ram that had injured us so much altered her course, and before our wheels entirely stopped we were enabled to get a hawser from the Memphis and were taken in tow.

I regret to report our casualties very large—some 20 killed and 20 wounded. Among the killed I have to mention the surgeon of the ship, Assistant Surgeon Jacob H. Gotwold, who was killed whilst in the act of rendering assistance to some of the wounded.

Captain Watmough, of the Memphis, kindly gave me the services of Acting Assistant Surgeon Spencer H. Brown, to whom I feel much indebted for the attention he has exhibited in caring for the wounded.

Being unable to communicate with the senior officer present personally or by signal, I deemed it my duty (Commander Frailey advising the step) to make the best of my way to Port Royal, Commander Frailey, by my request, advising the senior officer that I would leave in tow of the Memphis, unless he gave other orders.

Accompanying please find list of casualties.

In conclusion, I beg to call attention to the desire manifested by all under my command to destroy the enemy, and particularly to the cool and efficient manner

in which I was seconded by Lieutenant Commander Thomas H. Eastman, the executive officer of the ship.

I am, very respectfully, your obedient servant,

WM. E. LE ROY, *Commander.*

Rear-Admiral S F. DUPONT, *U. S. N.*,
Commanding United States South Atlantic
Blockading Squadron, Port Royal, South Carolina.

Report of Acting Assistant Surgeon E. C. Mason of casualties on board the Mercedita.

UNITED STATES STEAMER MERCEDITA,
Off Charleston, South Carolina, January 31, 1863.

SIR: I have the honor to make the following report of casualities which occurred this morning on board this vessel when fired into by a so-called confederate ram, name unknown.

The shell first passed diagonally through the captain's clerk and gunner's state-rooms, through the steam chimney of the port boiler, carrying away the Normandy condenser, exploding while passing through the opposite side of the ship in the dispensary.

The immense amount of steam escaping from the steam chimney killed and scalded some of the firemen and coal passers and one ordinary seaman.

Killed.—Jacob Amée, gunner, by the shell, it carrying away part of the sacrum, left nates, and fracturing left thigh bone. He was in his state-room at the time; James Gale, second class fireman, scalded to death in the engine room.

Wounded.—John Riley, coal passer, mortally scalded, engine room; Alonzo Rouse, first class fireman, slightly scalded, engine room; Peter Gallagher, first class fireman, mortally scalded fire room; William Eastwood, first class fireman, slightly, fire room; James Armstrong, ordinary seaman, slightly, on deck at engine room hatch.

I am, sir, your obedient servant,

C. H. MASON,
Acting Assistant Surgeon.

H. S. STELLWAGEN,
Captain Commanding.

P. S.—Since the above report, two of the wounded have died, namely:—John Riley, coal passer, died at 4.45 p. m. January 31; Peter Gallagher, first class fireman, February 1.

Report of casualties on the Keystone State on the morning of January 31.

Killed.—Jacob H. Gotwold, assistant surgeon, scalded to death; Samuel W. Bayle, surgeon's steward, ditto; James Barr and George A. Ireton, first class firemen, ditto; Edward Livermore, orderly sergeant, ditto; William A. Graw, corporal, ditto; Thomas Riley, marine, ditto; Robert McKinsey and Robert Willinger, second class boys, (contrabands,) ditto; David L. Caldwell, seaman, killed by shell; George Reynolds and William H. Clark, ordinary seamen, ditto; John E. Bannon, Owen J. McGowan, and R. H. B. Thomas, landsmen, ditto; John W. Armstrong, William Deilz, John P. Conway, William Peyton, and Patrick Herrick, marines, (privates,) ditto. Total 20.

Wounded.—Penton Bellville, yeoman, face and hands scalded; John W. Wright, captain of the hold, face and hands slightly scalded; Patrick Toftus, hands, face, and side badly scalded; Robert A. Atkinson, ditto, slightly scalded; Reuben A. Konk, second class fireman, face and hands slightly scalded; William Toftus, ditto, face, hands, arms, and body badly scalded; James Hoosey, captain of the head, hands, face, and neck scalded; Alexander McKnight and Patrick Farren, ditto, face, hands, and neck slightly scalded; Franc. Hight and John McKenney, ditto, slightly scalded; John Burns and Hugh Golden, ditto, face, hands, and neck badly scalded; Rendy Gould, second class boy, (contraband,) face and hands slightly scalded; William Coffin, quartermaster, slightly in toe from shell; Moses O'Connor, ordinary seaman, injured in hip by splinters; Thomas Kelley, ditto, slightly in foot by shell; John Sullivan, landsman, toes of both feet shot away—since dead; John Quinn, second landsman, gunshot wound in thigh and back; Michael Scott, marine, wounded in toe from splinter. Total 20

Report of Captain William Rogers Taylor, commanding United States ship Housatonic.

UNITED STATES SHIP HOUSATONIC,
Off Charleston, January 31, 1863.

SIR: I have the honor to report that soon after 5 o'clock this morning firing was heard to the southward and westward, which was continued for about half an hour, during which time we counted the reports of eleven guns; there was then a cessation of twenty minutes. I supposed that a simultaneous attempt was making by several vessels to run the blockade. Just before 6 o'clock the firing was renewed, and the direction of the flashes gradually changed from southwest to south. The firing, though continued longer than usual, was not so rapid as to excite any apprehension in my mind. As the dawn approached there steamers were discovered bearing about south by east, apparently heading towards the lower end of the line. One of them was seen to be the Quaker City, and I supposed that one of the others, at least, was a prize. About thirty minutes past 6 o'clock the Augusta, the ship next below the Housatonic, (stationed one mile south-southwest of her) made night signals; they were not distinct, but as she got under way, and ran immediately to the southward and westward, I presumed she had discovered danger to the vessels in that quarter.

The cable of this ship was slipped instantly, and we steamed, under a full head, after the Augusta. After we had been under way about ten minutes black smoke was reported to the westward, and as soon as it was light enough to see, an iron-clad ram, bearing the confederate flag, was discovered steering towards the entrance of the harbor. She kept steadily on her course, and made no demonstrations of coming towards us. In the mean time the Augusta had opened fire, but it was some minutes before we could make out her opponent. About seven o'clock another ram, under the same flag, was discovered to the southward and westward, also heading towards the harbor. This ship was steered as close to the shoal as the water would permit, running between the ram and our own vessel. As soon as we got within range we opened fire upon her, which she returned with deliberation. The fire on our part was kept up as long as she continued within range. At no time did she deviate from the course she was steering when we first saw her, except that she turned twice to bring her stern gun to bear upon us. Her shells struck near us and past us, but none hit us. It was reported to me that we shot away her forward pilot-house and flag-staff; appearances justified the supposition, and we afterwards saw men apparently

engaged in erecting another flag-staff. Some of our shot and shells passed over her, and I think she must have been struck several times. As she advanced towards the harbor, small steamboats came out to meet her, as if to assist her in getting in.

The firing having ceased by the withdrawal of the enemy, Captain Parrott, of the Augusta, came on board and called my attention to the fact (which had been observed, however,) of the Mercedita, Flag, Ottawa, and Stettin being nowhere in sight. Apprehensive that they had been destroyed, I directed him to proceed without delay to their stations, in order to render any assistance that might be necessary, and then to go to Port Royal and inform you of the events of the morning. The Keystone State was at this time in tow of the Memphis, and distant two or three miles; the weather was unfavorable for signalling, and I was steaming towards her, when the Quaker City came up and expressed a desire to communicate. Commander Frailey reported having received a shell in his engine room, and required several articles to repair the damage. He informed me that the Keystone State had her boilers shot through, and that there had been a great loss of life on board of her; he also stated that the Memphis had her in tow for Port Royal. Feeling that that was the best disposition to be made of her, and seeing the Augusta in communication with her, I allowed her to proceed, without making any further attempt to overtake her.

About half past ten o'clock the Flag came up and reported the capture of the Mercedita, and that her officers and crew were paroled; Commander Strong also assured me of the safety of the Stettin and Ottawa.

The Augusta received a shell through her side, but there was no injury to any person on board. About eleven o'clock the Stettin came up, and Acting Master Van Alstine brought me a message from Lieutenant Commanding Whiting, of the Ottawa, to the effect that the Isaac N. Smith had been captured the evening previous in Stono, and that the Commodore McDonough was in danger. I directed Commander Strong to proceed at once to that quarter, and to make such arrangements as might appear best under the circumstances. Heavy firing has been heard in that direction this afternoon.

I now determined to go to my former station to pick up the anchor, but was unable to get hold of any landmarks, on account of the haze over the shore, until about three o'clock. I would state that at no period from daylight up to that time had the land been anywhere distinctly visible. On approaching my anchorage, the two rams were seen lying in Maffitt's channel, close to the shore, some distance to the northward and eastward of Fort Moultrie. They were attended by several small steamers. About five o'clock they all went back into Charleston harbor.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, and Senior Officer present.

Rear-Admiral S. F. DuPont,
Comm'dg S. A. Blockading Squadron, Port Royal, S. C.

Extract from log of Keystone State.

Between 4 and 5 a. m., 31st January, 1863, a gun was fired near, and supposed to be the Mercedita, and some lights were seen. Soon after discovered a dark object a little ahead of her, and then a column of black smoke was noticed rising from the vessel, but I supposed was either a tug out from Charleston or some stranger passing along. Another column of black smoke was seen more o the north and east of the Mercedita. My suspicions aroused, I ordered the forward rifle trained upon the first steamer which was standing towards this ship,

also other guns to be ready. Gave notice to the engineer of the watch to be ready to move, and the steamers drawing nearer, ordered the cable slipped, and enough motion to get command of the ship. By this time the stranger was abreast the starboard waist. On hailing, "What steamer is that," the reply was, "Halloo," followed by some words that were unintelligible. Satisfied from the view obtained through my night glasses that the steamer was a ram, I ordered the starboard bow gun fired at her, which was at once responded to by a shot from the stranger, when I ordered the starboard battery fired as soon as the guns could be brought to bear, putting the helm aport. On heading to the northward and eastward, discovered a ram on either quarter. Soon after the first gun, fire was reported forward below, after extinguishing it, fire was again reported in the same place, when the ship was kept off seaward to enable us to put out the fire and get things in condition to attack the enemy. Ordered full steam, and about daylight discovered black smoke and stood for it, for the purpose of running her down, exchanging shots rapidly with her, striking her repeatedly, but making no impression, while every shot from her was striking us. About 6.17 a. m., a shell entering on the port side forward of the forward guard destroyed the steam chimneys, filling all the forward part of the ship with steam. The port boiler emptied of its contents, the ship gave a heel to starboard nearly down to the guard, and the water from the boiler, and two shot holes under water, led to the impression the ship was filling and sinking, a foot and a half water being reported in the hold. Owing to the steam men were unable to get supplies of ammunition from forward. Ordered all boats ready for lowering. Signal books thrown overboard, also some small arms. The ram being so near, and the ship helpless, and the men being slaughtered by almost every discharge of the enemy, I ordered the colors to be hauled down, but finding the enemy were still firing upon us, directed the colors to be rehoisted and resume our fire from the after battery. Now, the enemy, either injured, or to avoid the squadron approaching, sheared off towards the harbor, exchanging shots with the Housatonic, which vessel was in chase. Put fore and aft sail on the ship, sent yards aloft and bent sails; there being no wind, drifted along to the north and east, when the Memphis took us in tow. Our surgeon being killed, the surgeon of the Memphis came on board and attended to the wounded, finding, when enabled to get on the berth deck, that one officer and nineteen men were killed, and twenty wounded. Entirely disabled, started, in tow of the Memphis, for Port Royal, being obliged to keep port battery run in and starboard battery out, to heel ship on account of shot holes at port water-line.

WILLIAM E. LE ROY, *Commander.*

Copy of the log of the Housatonic.

FLAG-SHIP WABASH,
Port Royal, S. C., March 2, 1863.

SIR: I herewith enclose a copy of the log of the United States steamer Housatonic, from 4 o'clock on the morning of the 31st of January to 6 p. m. the same day, which perhaps should have been forwarded in my despatch No. 73.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Cond'g S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Log of United States ship Housatonic, commanded by Captain William Rogers Taylor, off Charleston, South Carolina.

H.	K.	F.	Courses.	Wind.		Weather.	Temperature.		Barometer.
				Direction.	Force.		Air.	Water.	
5 A. M.	------	------	-------	W.	1	bm.	------	------	----------
6 A. M.	------	------	-------	W.	1	bm.	------	------	----------
7 A. M.	------	------	-------	W.	1	bm.	------	------	----------
8 A. M.	------	------	-------	W.	1	bm.	56°	------	30.30
9 A. M.	------	------	-------	W.	1	bm.	------	------	----------
10 A. M.	------	------	-------	W.	1	bm.	------	------	----------
11 A. M.	------	------	-------	W.	1	bm.	------	------	----------
12 A. M.	------	------	-------	W.	1	bm.	60°	------	30.28
1 P. M.	------	------	-------	SW	2	bcm.	------	------	----------
2 P. M.	------	------	-------	SW	2	bcm.	------	------	----------
3 P. M.	------	------	-------	SW	0	bcm.	------	------	----------
4 P. M.	------	------	-------	SW	0	bcm.	57°	------	301.25
5 P. M.	------	------	-------	SW	0	bcm.	------	------	----------
6 P. M.	------	------	-------	E. SE	2	bcm.	54°	------	30.24
7 P. M.	------	------	-------	SE	2	cm.	------	------	----------
8 P. M.	------	------	-------	SE	2	cm.	51°	------	30.25

Remarks on the 31st day of January, 1863.

From 4 *to* 8 *a. m.*—Set starboard watch, stationed and armed as in first and mid watches. At 5.05 a. m. saw the flash and heard the report of a gun, bearing SW. The firing continued about half an hour at intervals, when there was a cessation of about twenty minutes; it was then resumed, the direction varying from SW. to S. Could not see the vessel from which it came on account of the dense mist about the horizon. At 6.15 a. m. saw three vessels together, bearing S. by E.; made one of them out to be the Quaker City. United States steamer Augusta burnt Coston's signals, which were not understood, but which were supposed to mean danger; she got under way, and stood towards the firing. We immediately shipped and steamed after her, all hands at quarters; hailed the prize steamer, and ordered her to get under way. About 6.40 a. m. saw black smoke to the west, and as soon as it became light enough to see, discovered a ram with the confederate flag steam rapidly towards Fort Sumter. The Augusta was then engaged with another vessel. Run down between them, when a second ram was discovered, on which we opened fire at 7.08 a. m. She was then moving slowly towards the direction of the harbor. At 7.37 a.m. she went out of range. We fired thirty-four guns at her in this interval. She returned our fire, but none of the shots struck us. We knocked away her pilot-house and forward flag-staff. At 7.50 a. m., observing her roof covered with men, fired two shots from the one hundred pounder rifle at extreme elevation, both of which fell short. The United States steamers Quaker City, Unadilla, and Augusta, were under way to the eastward of us. The Memphis, with the Keystone State in tow, standing to the S. and W.; the schooner America standing to the E. At 8 a. m. saw the Flag in her station, but could see nothing of the Mercedita, Ottawa, Stettin, or G. W. Blunt. Released the prisoners from confinement before going into action. Depth of water alongside, thirty and twenty-nine feet; pressure of steam, twenty-three and twenty-five pounds.

EDWIN F. BROWER,
Lieutenant.

From 8 *to meridian.*—At 8 a. m. secured the battery. The two enemy's steamers out of sight, towards Fort Sumter; it being very hazy around the horizon, could not see into the harbor. At 8 a. m. despatched the Augusta to Port Royal, with information for the admiral. At 8.20 a. m., while steaming towards the Keystone State, the Quaker City made signal No. 437. Hove to, and she communicated; furnished her with materials to repair damage done to her machinery by the enemy. Saw a steamer in the offing standing to southward and westward; called the 2d division to quarters. She stood in near us and hove to; boarded her, and found her to be United States transport Cossack with troops, from Beaufort, N. C., bound to Port Royal, S. C. 8.40 a. m. we made signal No. 333 to the United States steamer Unadilla. At 10.20 a. m. the United States steamer Flag came up and communicated with us. At 11 a. m. the haze cleared sufficiently to enable us to see Fort Sumter, but we could not see into the harbor. At 11.36 a. m. made signal No. 1073 to United States steamer Flag. At 11.30 a. m. the prize steamer Princess Royal and the transport Cossack went out of sight, bearing S.SW. Saw a river steamer under way between Fort Sumter and the sand battery near Fort Moultrie all the watch. Waiting for the haze to clear to run in and pick up our anchor. During the watch the following steamers communicated with us, viz: United States steamers Quaker City, Augusta, Flag, Stettin, aud Unadilla. We could see nothing of the United States steamers Ottawa and Mercedita, or schooner G. W. Blunt.

JOS. W. CORYDON,
Acting Master.

From meridian to 4 *p. m.*—At meridian, United States steamer Flag made telegraphic signal to this ship Nos. 5376, 388, 53. At 12.10 p. m. United States steamer Quaker City communicated with this ship. United States steamer Flag communicated with the steamer standing in from eastward. At fifty-two minutes p. m. United States steamer Flag made signal No. 1025 to this ship; at 1.15 p. m. she communicated with us. At 1.20 p. m. Unadilla came to in her station. Saw a small steamer come out, pass Fort Moultrie, and stand along the shore of Sullivan's island, where we soon after made out the two rams, attended by a tug-boat; they were lying still, near battery Beauregard, and remained there all the watch. At 1.45 p. m. United States steamer Flag stood to SW. At 2.10 p. m. saw a steamer standing in from eastward. At 2.20 p. m. we steamed ahead towards her, and called 2d division to quarters. At same time United States steamer Quaker City made telegraphic signal to this ship No. 595, 725, 535, 54, 6614, 4319. At 2.45 p. m. the steamer coming in from the eastward came within hail; found her to be United States transport Orioli, with troops, from Beaufort, N. C., to Port Royal, S. C. At 3.10 p. m. we made signal No. 333 to United States steamer Unadilla, United States steamer Flag, and transport Orioli; went out of sight to southward. At 3.40 p. m. United States steamer Quaker City made telegraphic signal to this ship Nos. 4573, numerical 1287, 4968, 725, 4810, 4036. At 4 p. m. we made telegraphic signal to United States steamer Quaker City, Nos. 3261, 3974, 2053, 5729, 6656. The crew employed in getting chains over the sides to protect the steam-drums, making rigging, &c. Discharged all the small arms in the ship, and reloaded them. Ship lying off and on in five fathoms water. Fort Sumter bearing west by north.

J. K. CROSBY,
Acting Master.

From 4 *to* 6 *p. m.*—At 4.05 p. m. the rebel rams and steamers steamed towards Charleston. At 4.20 p. m. saw a steamer bearing E. $\frac{1}{2}$ S. Heard heavy firing to the westward. Saw four vessels to the eastward. At 4.38 p. m. a sail reported in the offing, bearing NE. by E. At 4.50 p. m. the two rams went behind Fort Moultrie, out of sight. Heard heavy firing on Forts Sumter and

Moultrie. At 5 p. m. we made signal to Quaker City No. 333. At 5.10 p. m. the two small rebel steamers disappeared in the same direction with the rams. United States steamer Quaker City communicated with us, and at 5.40 p. m. she came to, bearing SW. ¾ W. Finished getting chains over the sides, and took furling lines off of the trysails. Delivered five 11-inch solid shot to United States steamer Unadilla. It being very smoky, loss sight of the sail in the offing. At 5.35 p. m. mustered at quarters for inspection. Cast loose the battery, and pivoted No. 4 and 7 guns in broadside. At 6 p. m. the steamer to the eastward went out of sight to the southward; supposed to be an army transport. Last seen of United States schooner America she was bearing S.SE. Depth of water, forty-two feet; pressure of steam, twenty-five pounds. Ship under way all the watch.

WESTON GREGORY,
Acting Ensign.

From 6 *to* 8 *p. m.*—Ship under way; lying to; heading E.SE. At 6.30 p. m. United States steamer Unadilla steamed ahead and stood in N.NE. At 7 p. m. lost sight of her. At 7.30 p. m. signal lights on Fort Sumter bore W. by N. ¾ N. Stationed and armed usual lookouts; also armed the watch as for quarters. Sounded at short intervals in between six and seven fathoms water. Pressure of steam, twenty-three and twenty-five pounds.

EDWIN T. BROWER,
Lieutenant.

Report of Acting Lieutenant P. G. Watmough, commanding the United States steamer Memphis.

UNITED STATES STEAMER MEMPHIS,
Off Charleston, February 1, 1863.

SIR: The following facts comprise the part taken by this vessel during the late attack of the rebel iron-clads on a portion of the blockading squadron off this port.

On the morning of the 31st of January, at about 5 a. m., the weather being very hazy, but calm, and the sea smooth, the flash of a single gun on the bearing of the Mercedita was seen and the report heard. We also imagined we saw an object moving in that direction, but were not sure. In the course o twenty minutes, a gun on the bearing of the Keystone State was heard, followed, after a very short interval, by quick and rapid firing; and as an object was very indistinctly seen moving in that direction, we inferred that both the Keystone State and Mercedita were in pursuit of some steamer that had passed out. No running lights nor signals being shown, we were left to conjecture entirely. The firing may have continued ten minutes, when all became quiet again; in the mean time we were at quarters and ready to slip. In a short time single guns to the number of four or five, at intervals, were fired again, and another quiet period ensued. Watching carefully with a glass some fifteen minutes, I discovered a vessel approaching our position on the port bow, standing across our bow as if making for the Pumpkin channel. In doubt as to her character, but suspicious, we slipped our cable; and to test her, and prevent the disaster of firing into one of our own vessels, flashed a red light, training our pivot gun on her at the same time, also backing clear of our buoy, the light not being noticed, I fired at her, which was instantly returned by the stranger. No longer in doubt, with our helm hard a starboard, we went ahead fast, passing along her starboard side, and delivering our fire as the guns were brought to

bear, several of her shots passing over and striking and exploding around us in return. We were now near enough to make out she was an iron-clad; and as I had no battery to make any impression on her, steamed out of range to the eastward, passing under the fire of her consort that we discovered astern of her. I now resolved to steam up the line and inform you of the character of the vessels. Day breaking by this time, enabled me to see, on the one hand, your vessel underway, standing down to the scene of action; and, on the other, the Keystone State, enveloped in a cloud of smoke or steam, slowly moving out of range of the last-mentioned iron-clad, that was still firing at her. Judging she was disabled, I immediately turned to her assistance, informing Captain Frailey, of the Quaker City, whom I met steaming down, of my intention. On coming within hail of the Keystone State, Captain Le Roy informed me of his disabled condition and of the severe loss he had met with in men, and of his doctor's death. Dr. Brown, of the Memphis, was sent on board of her immediately, and a hawser passed to her, when we towed her seaward, subsequently receiving orders to tow her to Port Royal, which port we reached the same evening.

A shot through our quarter boat, and some of our rigging cut, was all the damage done to this vessel. It was apparent that both the iron-clads avoided a close action with the Housatonic and other heavily armed vessels, and placed themselves prudently with the Swash channel under their lee as a safe retreat to port.

I did not hear of the surrender of the Mercedita until we arrived at Port Royal.

I am, sir, very respectfully, your obedient servant,

PEN'D G. WATMOUGH,
Commanding Memphis.

Captain WM. ROGERS TAYLOR,
Senior Officer present.

Additional report of Rear-Admiral DuPont.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: Since my despatch No. 53, reporting the attack of the rebel iron-clads on the blockading fleet off Charleston, nothing of importance has occurred there.

The New Ironsides, Powhatan, and Canandaigua form part of the force stationed off Charleston, and that port is now more stringently blockaded than previous to the raid of the iron-clads.

I have heard through Captain Turner, who saw the papers in the hands of an English officer, that General Beauregard has issued a proclamation setting forth the dispersion of the fleet, and declaring the blockade of that port raised: the best answer to which I have above given.

One of the wounded crew of the Keystone State (John Sullivan, landsman) has died since my previous despatch.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Refutation of the statement of the raising of the blockade.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 11, 1863.

SIR: In my previous despatch, (No. 70,) written just as the mail was closing, I informed the department that I would send a refutation in an official form of the statements made in General Beauregard's proclamation as to the blockade of Charleston, published in the Charleston and Savannah papers, and accompanied by assertions made with the apparent sanction of certain foreign functionaries.

The emphatic letter of Captain Turner, (No. 1;) the clear and decided statement of the officers, (No. 2,) which he forwards; together with the previous inquiries and examination of log-book made by Captain Godon, of the Powhatan, who was the senior officer present previous to the arrival of the New Ironsides, and whom I had despatched to Charleston the day of the raid, leave me nothing to add, save to call the especial attention of the department to the facts thus elicited.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter of Captain T. Turner.

UNITED STATES STEAM-FRIGATE NEW IRONSIDES,
Off Charleston, South Carolina, February 10, 1863.

ADMIRAL: I have the honor to forward to you a certificate signed by all the commanding officers of vessels that were lying off Charleston bar the morning of the attack of the rams upon this squadron, excepting only three, one of whom is on duty at a distance, and the other two, the commanders of the two vessels which were sent to Port Royal to repair damages, and which were the only two that were injured, notwithstanding the report of the enemy in the Charleston papers, as "the result of the engagement, that two vessels were sunk, four set on fire, and the remainder driven away."

Your personal knowledge of these gentlemen, and your entire confidence in their truth and uprightness of character, will give to their statement the force that is necessary to refute, satisfactorily and effectually, that which has been given to the world by the authorities in Charleston and their sympathizers as the facts of this engagement.

It is with unaffected pain that I am called upon to forward a document reflecting so severely, but justly, upon functionaries holding the high position of consuls, and one of them, if this statement has been made by his authority, the commander of a vessel-of-war of her Britannic Majesty; nor can I account for it in any other way than its being a premeditated act on their part, with foregone conclusions, to draw up a report that would prejudice our cause in the eyes of the world, or that these events were seen by them with the distorted optics of prejudiced and partisan witnesses.

The facts are so clear, both as to the disposition of the blockading squadron during the day succeeding the engagement, and as to the amount of damage done to our vessels in it, that it does not admit of a shadow of doubt that these gentlemen have given the seal of their high offices to a version of the affair

which could not have been, by any possibility, either by inference or personal observation, forced upon their convictions as truth.

I have the honor to be, very respectfully, your obedient servant,

T. TURNER, *Captain.*

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron.

Letter of Captain W. R. Taylor and others.

UNITED STATES STEAMER NEW IRONSIDES,
Off Charleston, February 10, 1863.

We, the undersigned officers, commanding various vessels of the blockading squadron off Charleston, have seen the proclamation of General Beauregard and Commodore Ingraham, herewith appended, as also the results of the so-called engagements, viz: two vessels sunk, four set on fire, and the remainder driven away; and also the statement that the British consul and the commander of the British war steamer Petrel had previously gone five miles beyond the usual anchorage of the blockaders, and could see nothing of them with their glasses.

We deem it our duty to state that the so-called results are *false in every particular*—no vessels were sunk, none were set on fire seriously. Two vessels alone were injured of consequence: the Mercedita had her boiler exploded by a shell from the only gun fired at her when surprised by an attack by night—a thick haze was prevailing; and the Keystone State also had her steam chest injured at the moment of attempting to run down one of the rams. The Keystone State was at once assisted by the Memphis, which vessel exchanged shots with the iron ram, as she was withdrawing towards the bar, after having fired at the Keystone State, as did also the Quaker City. So hasty was the retreat of the rams, that, although they might have perceived that the Keystone State had received serious damage, no attempt was ever made to approach her. The Stettin and Ottawa, at the extreme end of the line, did not get under way from their position till after the firing had ceased, and the Stettin merely saw the *black smoke* as the rams disappeared over the bar. The Flag was alongside the Mercedita after, it seems, she had yielded to the ram, supposing herself sinking. The rams withdrew hastily towards the harbor, and on their way were fired at by the Housatonic and Augusta until both had got beyond reach of their guns. They anchored under the protection of their forts, and remained there.

No vessel, *iron-clad or other*, passed out over the bar after the return of the rams in shore. The Unadilla was not aware of the attack until the Housatonic commenced firing, when she moved out towards that vessel from her anchorage.

The Housatonic was never *beyond the usual line of the blockade.* The Quaker City, in the forenoon, picked up her anchor which she had slipped to repair to the point of the firing. The Flag communicated with the senior officer on board the Housatonic that forenoon, soon after the firing ended, and the blockade continued as before. No vessel ran in or out of the port that day, *nor was any attempt made to run the blockade.* The Keystone State necessarily was ordered to Port Royal for repairs. The Unadilla returned to her usual anchorage, after communicating with the senior officer, where she remained during the day. *Throughout the day two small tug-boats* remained apparently in attendance on the ram, under cover of Forts Moultrie and Beauregard. The prize steamer Princess Royal, which had been lying alongside of the Housatonic, was despatched to Port Royal, by order of the senior officer, *one hour and a half after the ram had retired to the cover of the batteries* and the firing had ceased, or about 9.30 a. m.

These are the facts, and we do not hesitate to state that no vessel did come out beyond the bar after the return of the rams, at between 7 and 8 a. m., to the cover of the forts. We believe the statement that any vessel came anywhere near the usual anchorage of any of the blockaders, or *up to the bar*, after the withdrawal of the rams, to be deliberately and knowingly false.

If the statement from the papers, as now before us, has the sanction of the captain of the Petrel and the foreign consuls, we can only deplore that foreign officers can lend their official positions to the spreading before the world, for unworthy objects, *untruths*, patent to every officer of this squadron.

WM. ROGERS TAYLOR, *Capt.*,
Com'g U. S. Steamer Housatonic.
J. H. STRONG, *Com'r*,
Com'g U. S. Steamer Flag.
JAS. MADISON FRAILEY, *Com'r*,
Com'g U. S. Steamer Quaker City.
E. G. PARROTT, *Com'r*,
Com'g U. S. Steamer Augusta,
PEND. G. WATMOUGH,
Com'g U. S. Steamer Memphis.
C. J. VAN ALSTINE,
Com'g U. S. Steamer Stettin.

The blockade of Charleston raised.

CHARLESTON, *February* 1.

The following is the official proclamation in regard to the raising of the blockade:

HEADQUARTERS NAVAL AND LAND FORCES,
Charleston, South Carolina, January 31, 1863.

At about the hour of five o'clock this morning the Confederate States naval forces on this station attacked the United States blockading fleet off the harbor of the city of Charleston, and sunk, dispersed, or drove off and out of sight, for the time, the entire hostile fleet. Therefore, we, the undersigned, commanders, respectively, of the Confederate States naval and land forces in this quarter, hereby formally declare the blockade by the United States of the said city of Charleston, South Carolina, to be raised by a superior force of the Confederate States, from and after this 31st day of January, A. D. 1863.

G. T. BEAUREGARD,
General Commanding.
D. N. INGRAHAM,
Commanding Naval Forces in South Carolina.

Official:
THOMAS JORDAN, *Chief of Staff.*

The results of the engagement are: two vessels sunk, four set on fire, and the remainder driven away.

Yesterday afternoon General Beauregard placed a steamer at the disposal of the foreign consuls to see for themselves that no blockade existed. The French and Spanish consuls accepted the invitation. The British consul, with the commander of the British war steamer Petrel, had previously gone five miles beyond the usual anchorage of the blockaders, and could see nothing of them with their glasses.

Late in the evening four blockaders reappeared, keeping far out.

This evening a large number of blockaders are in sight, but keep steam up, ready to run.

The foreign consuls here held a meeting last night. They are unanimously of the opinion that the blockade of this port is legally raised.

Letter from Colonel Leckler and others.

FLAG-SHIP WABASH,
Port Royal, South Carolina, February 26, 1863.

SIR: I have the honor to forward the enclosed communication (marked No. 1) from Colonel Leckler, of the 176th regiment Pennsylvania militia; Surgeon Fundenburg, of the same regiment, and Captain Newbury, of the steamship Cossack, in reference to the pretended raising of the blockade on the 31st ultimo.

These gentlemen, on seeing the statements of this affair made in the southern papers, deemed it their duty to give this testimony, which, as the department will perceive, corroborates entirely that of the officers of the blockading squadron.

Very respectfully, your obedient servant,

S. F. DUPONT,
Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

HEADQUARTERS 176TH REGIMENT PENNSYLVANIA MILITIA,
St. Helena Island, South Carolina, February 21, 1863.

SIR: Having seen a proclamation issued by General Beauregard and Commodore Ingraham to the effect that upon the morning of the 31st ultimo they had by force of arms succeeded in dispersing the blockading fleet which was lying off Charleston harbor, and also a statement purporting to have come from the English consul for that port, and the commanding officer of the English man-of-war Petrel, that they had gone out to a point five miles beyond the usual anchorage of the blockading fleet, and that not a single vessel could be seen, even with the aid of powerful glasses, and that consequently the blockade had been most effectually raised, and knowing, as we do, the above statement to be utterly false in every particular, we feel constrained to tender our evidence as corroboratory of that already furnished.

On the evening of January 29 the 176th regiment Pennsylvania militia (with which we are connected) left Morehead city, North Carolina, on board steamer Cossack, destined for Port Royal. Upon the morning of the 31st, when near Charleston, could hear firing distinctly. Upon our arrival off the harbor, which was at about half past eight in the morning, found lying there the blockading squadron, some of which were at anchor, and also the prize steamer Princess Royal. The distance from land at which they were was estimated to be from four to five miles; and although the morning was somewhat hazy, yet the land could be plainly seen on each side of the harbor. Vessels could be seen in the inlets, and by the aid of the glass a fort, said to have been Sumter, was visible. We were right in the midst of the fleet, so near as to be able to carry on a conversation with the Housatonic—were boarded by officers from it and the Quaker City. We remained there until about nine o'clock. Shortly after we departed the Princess Royal followed.

Being thus near the site of the engagement, and so soon after it came off, we do not hesitate in the least to pronounce the statement that the blockade was

raised not only absurd, but utterly and wilfully false in every particular. And the statement of the English consul and the commander of the Petrel, that the squadron could not be seen even with the aid of powerful glasses, is one equally false, and one that impels us to conclude that it would require a powerful glass, truly, to be able to discover one particle of truth or honesty in the composition of these gentlemen.

The entire regiment can substantiate the above facts, and burn with indignation that gentlemen occupying high stations, as they do, should resort to such base fabrications to prop up a failing cause.

We have the honor, sir, to be your most obedient servants,

A. A. LECKLER,
Colonel Commanding 176th Regiment Pennsylvania Militia.
W. F. FUNDENBURG,
Surgeon 176th Regiment Pennsylvania Militia.
TAYLOR C. NEWBURY,
Captain Steamship Cossack.

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

ACTION ON STONO RIVER.—SURRENDER OF THE UNITED STATES STEAMER ISAAC SMITH.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, February 2, 1863.

SIR: On Saturday, when I received the information of affairs off Charleston, referred to in my previous despatch No. 53, there were also vague rumors that the two gunboats holding Stono inlet had been engaged, heavy firing having been heard in that direction.

At 2 a. m. of the 1st instant the Commodore McDonough came into Port Royal, and, I regret to add, reported the capture, by three rebel batteries, of the United States steamer Isaac Smith.

It appears from Lieutenant Commander Bacon's reports (herewith enclosed, marked Nos. 1 and 2,) that on the afternoon of the 30th ultimo that he sent the Isaac Smith, Acting Lieutenant Conover, up Stono river to make a reconnoissance, as had been frequently done for weeks previous. She passed some miles beyond Legaréville without seeing an enemy, and was on her way back, when, about a mile above that place, and in a bend of the river, three batteries, heretofore concealed, opened a concentrated fire upon her from heavy rifled guns. Lieutenant Commander Bacon, who, with the Commodore McDonough, was anchored lower down the river, immediately on hearing the firing, proceeded to her assistance.

Soon after he had got under way Lieutenant Commander Bacon discovered that a white flag was flying from the Isaac Smith, and that the firing from shore had ceased. On arriving abreast of Legaréville, she was seen to be aground about a quarter of a mile above the bend in the river, and two of her boats were observed going on shore loaded with officers and men. The Commodore McDonough stood up towards the bend with the intention of either towing her off or destroying her, but after reaching the bend he was opened upon by the same three batteries, one on the bend, one half a mile above the bend on St. John's island, mounting six heavy guns, and one back and to the left of Legaréville. Lieutenant Commander Bacon immediately returned the fire from his rifled guns, and by keeping his vessel in motion, going ahead and backing, succeeded in escaping injury though the enemy's shells struck all round the ship. It becoming dark, he ceased firing and dropped down to the entrance of the bar.

Lieutenant Commander Bacon reports that the Isaac Smith was under a tremendous cross fire, and just before it ceased a large cloud of steam was seen ascending from her which probably rendered her unmanageable and caused her to run aground.

As the department is aware the Stono river was held by me in view of its being required as a base for further military operations, I had reduced my force in that river under the pressure of the blockade, retaining there two vessels of light draught, formerly used as ferry and freight boats, though well commanded and armed to keep up a series of reconnoissances to watch the movements of the enemy, and to give notice of and prevent the erection of any additional batteries.

But notwithstanding all the vigilance exercised by the commanding officers of the Isaac Smith and the Commodore McDonough, the enemy, who hold complete possession of the surrounding country and islands, succeeded in erecting the batteries by which the Isaac Smith was taken, masking them so skilfully that their existence was unknown.

I have had no means of ascertaining the casualties on board the Isaac Smith, but it is my purpose to do so by a flag of truce at the earliest moment, though I presume the department will receive information through southern sources on this point before it can be obtained here.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Geo. Bacon, of the Commodore McDonough.

UNITED STATES STEAMER COMMODORE MCDONOUGH,
Stono Inlet, January 30, 1863.

SIR: I have the honor to report that I sent the Isaac Smith up Stono river on a reconnoissance this afternoon. At four o'clock forty minutes head firing of heavy guns above Legaréville and discovered the Isaac Smith engaging batteries on shore; got under way as soon as possible, and started up the river to her assistance. The firing from the batteries was from heavy guns, and very rapid. Soon after starting, the Isaac Smith was discovered to have a white flag flying, and the firing from shore ceased. After getting abreast of Legaréville she could be seen ashore, about a quarter of a mile above the bend in the river, and two of her boats going ashore loaded with officers and men. Stood up towards the bend of the river with the intention of either towing her off or blowing her up. After reaching the bend, the quartermaster on the lookout reported a heavy battery on the starboard hand, near the bend of the river, and a short distance back the engines were stopped and reversed, when they immediately opened a cross fire upon us from three different batteries—one on the bend, one half a mile above the bend on St. John's island, mounting about six heavy guns, and one back and to the left of Legaréville. They appeared to have the exact range of the river, as their shells struck all around us, some even going a half a mile over us, showing that they could throw their shells nearly to Cole's island; opened fire with our three rifles and 9-inch gun on the different batteries; kept the vessel in motion by going ahead and backing astern so that they were unable to get our exact range; engaged the enemy's batteries until after sundown, when discovering a light on board the Isaac Smith, opened fire upon her. It then becoming so dark that it was impossible to keep the range of the batteries, we threw a few shells into Legaréville in the hope of setting fire to the place.

Our 100-pounder being in a measure disabled by the elvating screw giving out, and having but eight rounds left for the rifled guns, were obliged to return and run out to the bar. Made signal to the blockading fleet, which was answered by the Ottawa.

The Isaac Smith seemed ably defended, and I should think that about fifteen minutes elapsed between the firing of the first gun and the time the white flag was run up. She was under a tremendous cross fire from three heavy batteries. Just before the firing ceased a large cloud of steam was seen ascending from her. I think she must have received a shot either in her boiler or working part of the engine, and becoming unmanageable, went ashore directly under their batteries. The Isaac Smith passed the line of batteries on her upward trip, as they were so well masked that she did not notice them, and it was not until she commenced to return that they opened fire upon them.

I respectfully state that no damage or loss of life was sustained by this ship, owing to our constantly changing our position and dropping down the river, bringing Legaréville between this ship and the batteries so that they were unable to sight us, their shells going over us.

In conclusion, I beg leave to state that two of these batteries contained heavy guns, nearly all rifled and of large calibre.

It has been impossible for us to annoy the enemy, as their works have been thrown up a little distance back from the river, and so obstructed from view that we have been totally unaware of any batteries being there until they opened fire upon us.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant Commander, and Senior Officer present.

Rear-Admiral S. F. DuPont,
Commanding S. A. B. Squadron, U. S. Navy.

U. S. Steamer Commodore McDonough,
Stono Inlet, S. C., January 31, 1863.

Sir: I respectfully state that I went up Stono river this morning as far as Legaréville, and could see the Isaac Smith still on shore in the same place. She must be injured below the water-line, or else they would certainly have gotten her off at high tide this morning, as the tide was fully a foot higher this morning than it was when she went ashore. Some men could be seen on board of her; and, as she is well under their batteries, and in a narrow part of the channel, it is not practicable at present to attempt to take her with a wooden gunboat, without the great probability of sharing the same fate, for you would be in about point-blank range of their heavy guns, and at the same time in a very narrow channel and in danger of getting on shore.

I fired some shells into her, and some into Legaréville, but the fire was not returned from the enemy's batteries. * * * * *

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant Commanding, and Senior Officer present.

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant F. S. Conover, of the Isaac Smith.

ANNAPOLIS, *May* 7, 1863.

SIR: With the deepest regret I have the honor to report to you that on Friday, January 30, the steamer Isaac Smith, under my command, was captured by the rebels. About 3 p. m. of that day I got under way from my usual anchorage in Stono inlet, with orders from Lieutenant Commander Bacon, of the McDonough, to proceed up Stono river for the purpose of reconnoitring, as we were constantly in the habit of doing. A little after 4 I anchored opposite what is known as "Tom Gimbal's plantation," about four and a half miles from the inlet; and although the signal quartermaster was at the masthead, as usual, as well as one or two of the officers, nothing suspicious was seen in any direction. While at anchor, and at 4.25 p. m., a battery upon James island of three 24-pounder rifled guns, some six hundred yards distant, and masked by a thick clump of trees, opened upon us. I immediately got under way and cleared for action, and in less than two minutes after the first gun was fired at us we were replying. At the same time, however, other batteries upon John's island, on the opposite side of the river and below us, delivered their fire. I saw immediately that we were trapped, and that my only course was to get the vessel below the batteries, if possible, and fight them with a more even chance of success. For upwards of a mile, on account of a bend in the river, we were obliged to receive the raking fire of between twenty and thirty guns without being able to reply, except occasionally with our pivot. As soon as our broadsides could be brought to bear we opened upon the enemy with shell and grape, at from two to four hundred yards distant. At one time I had hopes of getting by without any very serious loss; but a shot in our steam chimney effectually stopped the engine, and, with no wind, little tide, and boats riddled with shot, we were left entirely at the mercy of the enemy. Under these circumstances, with the fire of some thirty guns, according to their own account, (8-inch 24, 18, and 12-pounders,) and a large body of riflemen, concentrated upon us, with the shot teeming through the vessel in every direction, and with no hope of being able to silence such a fire, I deemed it my duty to surrender.

Had it not been for the wounded men, with whom the berth deck was covered, I might have blown up or sunk the ship, letting the crew take their chance of getting on shore by swimming; but, under the circumstances, I had no alternative left me. I need hardly say, sir, that the order to haul down the colors was the most difficult and heartrending one I ever gave

We had eight men killed and seventeen wounded; one of whom, Acting Assistant Second Engineer James S. Turner, died soon after being removed from the vessel. Acting Assistant Paymaster F. C. Hills, who gave his best services in the powder division, was wounded in the temple, and I also received a slight contusion from a ball in the forehead. I enclose a list of the killed and wounded.

The loss of the enemy I do not know. They claim to have had but one man killed, but the captain who commanded the battery upon James island told me that our second shell—8-inch—struck one of his guns. That being the case, it is scarcely possible that no one should be hurt, as the man acknowledged killed was upon the other or John's island. While a prisoner in Charleston a report reached me that thirty-six men had been killed and wounded, but how much truth was in it must be left to conjecture.

Being upon the upper deck entirely, in a narrow channel, and pilot as well as captain, I cannot speak as I should like to do of the conduct of particular officers. I believe, however, that all did their duty to the best of their ability. I am sorry to report, though, that some of the men behaved in the most cowardly manner, while others deserve special mention for their coolness and bravery. I

enclose a list of those who came under my own observation, and also of some who have been particularly mentioned by the officers.

Captain Bacon, of the McDonough, got under way, I believe, as soon as possible after hearing the firing, but he was too late to render us any aid, and, indeed, would only have suffered our fate, I fear, if he had reached us.

The attack was as sudden as it was unexpected, and I think I express the opinion of the officers in saying that no vessel during the war has been exposed to such a concentrated fire at such short range. The enemy themselves declared they had no idea we would attempt the fight after seeing—or rather hearing, for their batteries were entirely hidden by thick bushes—the number of guns brought to bear upon us. It may be proper to state that their artillery force was composed entirely of field and siege guns, brought down and concealed in the bushes at night, and not regularly erected batteries. Had they been such, we would probably have discovered them.

I have the honor to be, very respectfully, your obedient servant,

F. S. CONOVER,
Acting Lieutenant United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

List of killed and wounded on board steamer Isaac Smith.

Killed.—William Grear, boatswain's mate; Richard Walton, cockswain; William S. Dickey, William Reehl, landsmen; James Lewis, ordinary seaman; John Peters, captain's cook; Joseph Mays, landsman, (colored;) Lewis Tremblers, fireman.

Wounded.—Acting Assistant Second Engineer James S. Turner, died; Richard Stout, Oren H. Brown, William Johnson, William P. Loader, John Nichols, Alexander Mackeral, landsmen; John Dolton, Thomas W. Denham, firemen; William Harris, Samuel Hoffman, John Rives, seamen; Lewis De Silva, captain's steward; Joseph Marquis, officers' cook; F. S. Conover, lieutenant commanding; F. C. Hills, acting assistant paymaster.

Men who behaved particularly well.—James Atkins, signal quartermaster at masthead; Henry Graves, gunner's mate; William Biggs, captain's mate; John Tanner, sailmaker's mate; Henry F. Dorton, captain forecastle; Michael Walsh, captain forecastle; John W. Rives, seaman; Stephen Carey, seaman at lead; John Thall, fireman; Bernard C. Devine, ordinary seaman; Richard Stout, landsman, (lost right arm.)

Men who behaved badly.—Henry Wood, cockswain; John Williams, Martin Van Boskerk, landsmen.

Very respectfully, your obedient servant,

F. S. CONOVER,
Acting Lieutenant United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander George Bacon.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 18, 1863.

SIR: The enclosed copy of a communication from Lieutenant Commander Bacon, of the United States steamer Commodore McDonough, giving some par-

ticulars in connexion with the capture of the Isaac Smith, may prove interesting to the department.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER COMMODORE MCDONOUGH,
Stono Inlet, S. C., February 15, 1863.

SIR: I respectfully submit the following report in regard to the capture of the Isaac Smith, which I have just learned from an old negro who lives on the western end of Kiawah island, and who reports that five of the enemy came over to the plantation on which he is living a day or two since, and stated the following, viz: That the capture of the Smith is principally due to the man that deserted from her about two months ago, and who, it appears, has joined the rebels, and told them how easily she might be captured by having batteries placed in different positions on the river, and stated to them that her boiler and machinery was very much exposed, as well as her steering apparatus, and that if they would allow her to pass up, that on her return trip they could easily capture her, either disabling her wheel or throwing a shot into her boiler. Both of these things happening in a narrow river, and about the same time, readily accounts for the Smith's going ashore so close to their batteries. The man who was steering (a contraband) was killed, and an officer and twelve men. The rebel pickets stated that the Smith fired too high, but they admit the loss of one man killed by the guns of this ship, and said that our shell did them some damage, but would not say how much. They said they were sorry that we did not come up to the Smith, for they had a trap for us, which I understand was masked batteries near Legaréville, which would have opened upon us. They report that they have erected batteries in and around Legaréville, besides those that captured the Isaac Smith, and are anxiously awaiting for us to come up the river. The rebels say that they do not like this ship, as our guns throw too far, as it appears that the other day, when I was up Stono river, before the capture of the Smith, they fired at me from a battery above Secessionville, and I returned it with two or three shots from my big rifled gun, which did them some damage in the town, and completely surprised them. They are becoming quite bold, and as they can see every move from the houses in and about Legaréville, and are seen looking at us from some of the highest houses, I would take the liberty to state that it would be a good idea to burn them out, and then it would be impossible for them to watch us so closely, or to conceal their batteries behind the town. I give this as the old negro told me, and think that his story in the main may be relied upon.

Very respectfully, your obedient servant,

GEO. BACON,
Lieutenant Commander, United States Navy

Rear-Admiral S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

ATTACK ON THE BATTERY ON THE OGEECHEE RIVER, &c.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 3, 1863.

SIR: I have the honor to enclose (marked No. 1) a copy of Commander John L. Worden's report of his second attack on the battery on the Ogeechee river.

I do not feel justified to authorize another attempt, as the ammunition for the 15-inch guns is now very much reduced.

I enclose also a copy of Captain P. Drayton's report of his reconnoissance up the Wilmington river, (marked No. 2.)

Very repectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Worden.

UNITED STATES STEAMER MONTAUK,
Big Ogeechee River, February 1, 1863.

SIR: I have the honor to report that, this morning at 6.40, I weighed anchor and proceeded up the river, followed by the Seneca, Wissahickon, Dawn, and C. P. Williams.

At 7.27 I anchored about 600 yards from the fort, the gunboats lying in the same relative position as on Tuesday last, about one and three-quarter miles distant from the fort. At 7.45 we opened fire, the enemy replying briskly. At this time the weather was thick, and so perfectly calm that the smoke hung over the fort, and around us, so as to prevent our seeing the effect of our shells.

At 8.45 I sounded, obtaining fourteen feet of water under us; and knowing the tide would fall about five feet more, we tripped our anchor and dropped down to a position about 1,400 yards distant from the fort, and into deeper water.

A gentle air springing up, we were enabled again to open fire with accuracy. Our shells then did good execution, tearing up their parapets; but as they shifted their guns so often, it was almost impossible to disable them. We fired slowly, endeavoring to expend our ammunition with effect.

At 11.53, finding it useless to shell them any longer, I withdrew out of range, and recalled the gunboats.

This vessel was hit forty-six times, but no material damage was done to her.

I have no casualties to report from any of the vessels.

I send this by Captain McKenzie, of General Hunter's staff, who was present at the engagement, in the steamer George Washington, and shall await your further orders.

The C. P. Williams will immediately proceed to Port Royal, in obedience to your orders.

Very respectfully, your obedient servant,

JOHN L. WORDEN, *Commander.*

Rear-Admiral S. F. DUPONT,
Comd'g S. A. B. Squadron, Port Royal.

Captain Drayton's report of a reconnoissance of Wilmington river.

UNITED STATES STEAMER PASSAIC,
Wassaw, February 1, 1863.

SIR: I beg leave to state that, with the Marblehead in company, I went to-day in this vessel up the Wilmington river, to within sight of Wassaw or Thunderbolt, and two miles and a quarter distant, when I was stopped by shallow water, which my pilot would not venture on except at high tide. The batteries were very extensive, and large bodies of troops were drawn up on the shore. I was not fired on, although quite within range; a battery, which is about a mile nearer than the ones I saw, was covered by the woods, and I was not high enough to open upon it. I saw two small steamers, but nothing that looked like the Fingal.

I am, very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Flag-Officer S. F. DUPONT,
Comd'g S. A. B. Squadron, Flag-Ship Wabash, Port Royal.

DESTRUCTION OF THE PRIVATEER NASHVILLE.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

SIR: I have the satisfaction to inform the department of the destruction of the privateer Nashville while lying under the guns of Fort McAllister, on the Great Ogeechee, Georgia, by the Montauk, Commander J. L. Worden, whose enclosed report states succinctly the interesting particulars.

The department is aware that I have had this vessel blockaded for eight months, and I am indebted to the extreme vigilance and spirit of Lieutenant Commander J. L. Davis, of the Wissahickon, Acting Lieutenant Barnes, of the Dawn, and later of Lieutenant Commander Gibson, of the Seneca, that I have been able to keep her so long confined to the waters of the Ogeechee.

For several months the Nashville was loaded with cotton, but though constantly on the alert, she never ventured to run out. She then withdrew up the Ogeechee, and reappeared after a length of time thoroughly fitted as a privateer, and presenting a very fine appearance.

Fort McAllister was strengthened, the river staked, with a line of torpedoes in front to prevent its ascent by light vessels, to cut her out. She has been frequently seen close under the fort ready to make a dash if the opportunity offered, or was quietly waiting for an iron-clad to tow her to sea.

If I am not misinformed she had a heavy rifle gun, on a pivot, as a part of her armament, was proverbially fast, and would doubtless have rivalled the Alabama and Oreto in their depredations on our commerce. I have, therefore, never lost sight of the great importance of keeping her *in*, or of destroying her if I could. I have accomplished both through the zeal and vigilance of my gunboat captains mentioned above, and the quick perception and rapid execution of Commander Worden, who has thus added to his already brilliant services.

Very respectfully, your obedient servant,

S. F DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander John L. Worden, of the Montauk

UNITED STATES IRON-CLAD MONTAUK,
Ogeechee River, Georgia, February 28, 1863.

I have the honor to report that yesterday evening the enemy's steamer Nashville was observed by me in motion above the battery known as Fort McAllister. A reconnoissance immediately made proved that in moving up the river she had grounded in that portion of the river known as the seven-mile reach.

Believing that I could, by approaching close to the battery, reach and destroy her with my battery, I moved up at daylight this morning, accompanied by the blockading fleet in these waters, consisting of the Seneca, Lieutenant Commander Gibson, the Wissahickon, Lieutenant Commander Davis, and the Dawn, Acting Lieutenant Commander Barnes.

By moving up close to the obstructions in the river, I was enabled, although under a heavy fire from the battery, to approach the Nashville, still aground, within the distance of twelve hundred yards. A few well directed shells determined the range, and soon succeeded in striking her with 11-inch and 15-inch shells. The other gunboats maintained a fire from an enfilading position upon the battery and the Nashville at long range.

I soon had the satisfaction of observing that the Nashville had caught fire from the shells exploding in her in several places, and in less than 20 minutes she was caught in flames forward, aft, and amidships. At 9.20 a. m. a large pivot gun mounted abaft her foremast exploded from the heat. At 9.40 her smoke chimney went by the board, and at 9.55 her magazine exploded with terrific violence, shattering her in smoking ruins; nothing remains of her.

The battery kept up a continuous fire upon this vessel, but struck her but five times, doing no damage whatever. The fire upon the other gunboats was wild, and did them no damage whatever. After assuring myself of the complete destruction of the Nashville, I, preceded by the wooden vessels, dropped down beyond the range of the enemy's guns. In so doing a torpedo exploded under this vessel, inflicting, however, but little injury.

I beg leave, therefore, to congratulate you, sir, upon this final disposition of a vessel which has so long been in the minds of the public as a troublesome pest.

I am, very respectfully, your obedient servant,

JOHN L. WORDEN,
Commanding Senior Officer present.

Rear-Admiral S. F. DUPONT,
Commanding South Atlantic Blockading Squadron,
Port Royal, South Carolina.

ATTACK ON FORT McALLISTER.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., March 6, 1863.

SIR: The department has already been informed of my desire, before entering upon more important operations, to subject the various mechanical appliances of the iron-clads to the full test of active service, and to give the advantage of target practice to the officers and men with their new ordnance. For this purpose I had ordered a concentration in the Ogeechee of such of these vessels as were ready to attack Fort McAllister, and secure or destroy the Nashville.

Before this concentration could take place the Nashville was destroyed by Commander Worden in the Montauk, the particulars of which occurrence I reported to the department by the last mail.

The iron-clads having, however, arrived in Ossabaw, I directed Captain Drayton, of the Passaic, to go on with the attack on the fort, accompanied by the Patapsco and Nahant; the Montauk having been three times under fire of the fort, and sufficiently tested, was not to join in.

I received, last evening, Captain Drayton's detailed report of his *eight hours'* bombardment, with a statement of the damage done to his vessel, and also the reports of Commanders Ammen and Downes to him, all of which are enclosed, (marked Nos. 1, 2, 3,) and I think will be read with great interest by the department, for it will not fail to perceive that valuable information has been elicited and most important data obtained, and I feel thankful that this I have done without any loss of life. Except that the fort might possibly protect another blockade runner, its capture was of no special practical importance.

The injury to the Montauk from the torpedo is the most serious that has occurred, and will require some ten days to repair, but the department will remember the invaluable service she performed while receiving it.

I think it worthy of mentioning that this bombardment, so fruitful as giving us experience, was witnessed by Brigadier General Seymour, the chief of artillery, and Captain Duane, the chief engineer of this military department, and I shall be able to receive from these gentlemen the results of their observation, which, representing, as they do, special branches of the military service, will be interesting and important.

I cannot close this communication without speaking of Captain Drayton, who has been one of my commanding officers since October, 1861. He has performed this service with that ability, judgment, and calm courage, which have ever marked his execution of my orders.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Percival Drayton.

UNITED STATES IRON-CLAD PASSAIC,
Ogeechee River, March 4, 1863.

SIR: I wrote a short report last evening, after my return from the attack on Fort McAllister, and will now make one more in detail. A list of the ammunition expended, of the injuries to the vessel, and an extract from the log, I enclose with this, from which latter you will perceive that my vessel was under fire just eight hours. I was directly in front of the fort, the guns being, as we looked at them, in the centre between high traverses of earth, which were on each side. These, however, as we were placed, had no effect in protecting either guns or men. The latter never exposed themselves to our fire, usually discharging their pieces either while we were loading, or just as our port came in line, and before the guns were quite ready, the turret being painted black, not deceiving them any more than a different color had done in the first attack of the Montauk. I was as close to the fort as the pilot (who is the best on the river, as was proved in this case, by my being the only one whose vessel was not aground when the tide fell) would take me, and as high as the Montauk had been, except on her second attack, but only for an hour, when being in

twelve feet, as I understand, Captain Worden was obliged to drop down to a position below where I was yesterday—a rather risky operation, too, in so narrow a channel, where, had the vessel grounded, she must have been exposed below the side armor. This being the case, I am satisfied that twelve feet cannot be carried when a vessel is to anchor above where I was. The channel is close to the marsh, opposite to the fort, and as the piles were only about four hundred yards beyond where I was lying, I don't see how more than two hundred yards can be gained nearer to the fort by being against them, as the river can't be crossed, and is very wide. Certainly, after discussing the matter with the pilot, on the spot, I doubt being able to get nearer than a thousand yards without going above the piles, where the channel crosses over. My distance I judged to be twelve hundred yards, from the following data: The XI-inch gun was very carefully elevated by a spirit level to a little less than six degrees—this is, by ordnance manual, fifteen hundred yards, axis of bore ten feet above the water; mine was not four—which requires a deduction of one hundred and thirty yards; then the parapet of the fort was at least twenty feet above the water, which, requiring about half a degree more, will bring the distance about what I have stated it; then shot were always less than five seconds in reaching me from the flash, generally four, which would, considering their greater initial velocity, about agree with my calculation. My five-second fuzes, however, usually burst just before reaching; the seven after striking. The pilot called the distance a thousand yards.

The fort is very solidly built, with high traverses between the guns, and raised at least twenty feet above the river, and contained seven guns and an eleven-inch mortar. One of these guns was, I think, destroyed; the others used until we were out of range. Immense holes were cut into the earth, the traverses and face much cut away, but still no injury done which I think a good night's work would not repair, and I do not believe that it can be made untenable by any number of iron-clads which the shallow water and narrow channel will permit to be brought in position against it. The guns are one ten-inch, a shot from which lodged on the top of our turret; one heavy rifle, about a hundred-pounder; and the remainder, I should judge, thirty-two's, with a light gun throwing bolts, which would be aimed at any one showing themselves on the deck. These with the mortar were, however, nothing as a defence to the river comparable to the shallow water and piles, as was proved by my being exposed to their fire for eight hours without serious injury; but they answer the purpose, which is simply to prevent the channel being cleared of obstruction. Our three mortar schooners kept up a fire during the day from about four thousand yards distance, but, so far as I could observe, without the least effect, the shells generally falling short.

The firing from this vessel was quite good, and I think very few shots missed striking about the parapet after the first hour, as I had carefully corrected each one up to that time from outside of the turret on deck, where the effect could be well followed. Although the attack was an unsuccessful one, it was certainly not owing to any want of zeal and attention to duty on the part of either officers or men; and I am greatly indebted to Lieutenant Commander J. N. Miller, the executive officer, as well as to Acting Master S. Huse, who attended, under him, to the management and pointing of the guns, and whose energy and zeal was very marked on this occasion, as it has been on several others.

I feel very much, of course, the failure to a certain extent of the attack, which you had intrusted to my direction, but am satisfied that the natural obstacles are such as to render another just as little likely to succeed. The experience obtained is worth something in future operations. I only withdrew when all my shell with fuzes long enough to reach (or over five seconds) had been expended, and when the crew were almost beyond further work, having been occupied for eight hours at the guns without even an intermission to eat;

and then I should have remained had I seen the least sign of faltering or slackness of fire on the part of the enemy, but, on the contrary, I think that it was, if anything, more rapid towards the last.

The gunboats Seneca, Lieutenant Commander Gibson, Wissahickon, Lieutenant Commander Davis, and Dawn, Lieutenant Barnes, were anchored near the mortar schooners in signal distance of us, and prepared to give us assistance had any been required.

Everything about the guns and carriages worked to my satisfaction, except that the box round the XV-inch gun, on examination, was found to be almost detached from the side, owing to the breaking of the bolts which secured it to the turret. From its appearance this morning, I should think that it could scarcely stand a dozen more shots. My deck, having been very badly injured, will require some repairs before I could, I think, safely go outside. The mortar shell which fell on deck over the bread-room would undoubtedly have gone through had it not struck on a beam. As it was, it has completely crushed in the planking at the side of the beam, opening quite a hole through, and had it been loaded with powder instead of sand, might have set the vessel on fire. I have measured a piece of it, and it does not seem to have been larger than ten-inch. This certainly does not say much for the strength of the deck, the injury to which has been so much more serious than to that of the Montauk, that I must attribute it to a worse class of iron, unless heavier guns have been mounted since the attack made by Commander Worden.

I have gone into greater length than, perhaps, would be required, were it not that ill success always needs much explanation, and that things which relate to the iron-clads possess, from their want of precedents, an interest not otherwise belonging to them.

On the night previous to the attack, Lieutenant Commander Gibson, with his boats, swept for torpedoes in the neighborhood of the one which exploded under the Montauk, but did not meet with any.

I have omitted to mention that my pilot was the same one who had charge of the Montauk in her various operations in this river; and I have to thank Commanders Ammen and Downes for the hearty support which they gave me.

I send also the reports of Commanders Ammen and Downes.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain, Senior Officer present.

Rear-Admiral S. F. DuPont,
Com'g S. A. B. Squadron, Port Royal Harbor, Flag-Ship Wabash.

Report of Lieutenant Commander J. N. Miller, of injuries to the Passaic.

UNITED STATES IRON-CLAD STEAMER PASSAIC,
Ogeechee River, Georgia, March 4, 1863.

SIR: I submit the following report of the injuries we received in the attack on Fort McAllister.

We were struck nine times on the port side armor. Three of these were about fifty feet from the bow, and within the distance of three feet from each other. They made indentations of two inches, carried away several bolts, and raised the adjoining deck plating one inch. The other shots in side armor made indentations of about one inch, without injuring the bolts.

On deck plating we received thirteen shots. One over ward-room storeroom raised the plating and carried away several of the bolts. One struck over the hammock room, near the turret, crushing in the plating and deck planking,

causing the deck to leak when covered with water. Two shots struck over the engine-room, breaking a number of bolts in the plating, which it also broke through and raised the ends. A 10-inch mortar shell, loaded with sand, struck over the bread-room, crushing in the deck plating and planking. It struck partly on a beam and the angle-iron which supports it, but, as far as we can see, these are not injured. The remaining shots on deck did not seriously injure the plating.

Five shots struck the turret, making indentations varying from one-half inch to one inch. One of these is six inches below the XV-inch port.

Two shots struck the pilot-house, carrying away three of the bolts, and making indentations of about one inch.

One shot struck the roof of the turret and broke one of its beams of railroad iron. The lower part of the smoke-stack was struck once close to the deck, making an indentation of one and one-fourth inch, and carrying away one of the bolt heads.

The concussion of the XV-inch gun broke all of the bolts holding the side of the box to the turret, and I have no doubt, unless the bolts are replaced, that a few more fires would destroy the box, one side of which is much bulged out. The bolt holding one of the rollers of the sliding plate, in concussion box, parted during the action; but as we always fired at the same elevation, the plate was lashed so that we could run the gun in and out.

During the action we were struck thirty-four times, nine of which were on side armor, thirteen on deck, five on turret, two on pilot-house, one on roof of turret, one on smoke-stack; one carried away pennant staff on pilot-house, one carried away boat-spar aft, and one the out-rigger forward.

I am, respectfully, your obedient servant,

J. N. MILLER, *Executive Officer.*

Report of Commander Daniel Ammen, of the Patapsco.

IRON-CLAD PATAPSCO,
Ogeechee River, March 3, 1863.

SIR: I have the honor to report that, in obedience to signal at 8 a. m. of to-day, the Patapsco was got under way, preceded by the Passaic and followed by the Nahant, and at about 8.30 a. m. anchored below Fort McAllister.

The enemy immediately opened fire, and had established a target for range on a marsh near the spot where the three vessels anchored, as near each other as was possible to swing clear on a turn of tide. Seven guns were visible on the face of the work, protected by heavy traverses, and in an adjoining wood one or two mortars and a rifle were in position, and directed their fire against us.

The difficulty of approach through a narrow channel and the shoalness of the water evidently left you without a choice of position. We followed your movements, and after firing a few shells, found the distance from the battery greater than had been supposed.

We fired deliberately, and finding the XV-inch gun required more elevation than is desirable, confined ourselves for some time to the use of the rifle.

The time fuses of the rifle, except those made by the Ordnance department, did not appear generally to explode the shells, and the percussion shells did not explode with the ordinary percussion musket cap. By filing the nipple so as to receive an ordinary cap, few failed even when striking in the sand.

Fourteen XV-inch and forty-six 150-pound rifle shell were expended by us against the enemy.

No injury was sustained by this vessel, and only one shot was known to have

struck the deck. Much the greater part of the firing of the enemy was directed against the Passaic.

The works of the enemy appeared very much cut up. The parapet was breached in several places, and three of the traverses very much injured.

When the Passaic and the Nahant swung to the flood, at about 3 p. m., we remained across the tide, and I saw at once that we were aground, owing to having anchored a few yards on the port quarter of the Passaic as she rode to the ebb. A rising tide and working the engine enabled us to swing about 3.40 p. m.

The signal by whistle to get under way was not understood by us, and the flag was not seen. After seeing the Nahant leave, and learning verbally the order, I got under way as directed, and proceeded to this anchorage.

I am, very respectfully, your obedient servant,

DANIEL AMMEN, *Commander.*

Captain PERCIVAL DRAYTON,
Iron-clad Passaic.

Report of Commander John Downes, of the Nahant.

IRON-CLAD NAHANT,
Ossabaw Sound, March 4, 1863.

SIR: I have the honor to submit the following report of the participation of this vessel in the attack yesterday upon Fort McAllister.

Weighing anchor at 7.30 a. m., the commencement of ebb tide, in compliance with signal, we steamed up the river, preceded by the Passaic and Patapsco, and at 8.30 grounded in close vicinity to our subsequent anchorage, and after the two leading vessels had anchored, but by backing our engines fortunately got afloat again before the tide had receded sufficiently to make us a fixture until the next high water. At 8.50, whilst still aground, we commenced action about seventeen hundred yards from the fort, the enemy having opened fire about ten minutes previously, and continued it subsequently at the reduced distance of about fifteen hundred yards, until ordered by signal to "discontinue and drop out of action," at near 4 p. m.; during which time we fired thirty-two XV-inch shell and thirty-nine XI-inch shell. After firing ten charges of 35 pounds from the XV-inch, with all the elevation I could give the gun, the shell falling short of the parapet, and not being able to reduce my distance from the fort, I considered it necessary to increase my charge of powder to 38 pounds, after which the practice from this vessel was very satisfactory, and the effect upon the earth-work opposed to us apparently very damaging, tearing away the parapet and traverses, and bursting the shells with great certainty inside the work, and very often in close vicinity of the guns.

I can find no trace of this vessel having been struck by shot during the action; indeed, the leading vessel, the Passaic, seemed to attract the attention of the battery almost exclusively, they giving us only an occasional shot, which generally passed over. A mortar planted under cover of the woods in the vicinity of the fort, and a small rifled piece or two, aimed apparently at persons exposing themselves upon the deck, paid us particular attention, but without effect.

At various times during the action the compressor arrangements of the XV-inch gun became disarranged, the gun twice revolving so far in that it was with great difficulty, and once only with the assistance of a jackscrew, that we forced it out again; and at the twentieth fire the rivets of the brass guides on the after part of the carriage broke, the guides falling down into the turret chamber below, without, however, disabling the gun.

At the thirty-ninth fire of the XI-inch gun the cast-iron yoke snapped at the outer edge of the port trunnion, thereby effectually disabling the gun until another yoke is supplied to us.

I esteemed the armament of the fort on the water faces at seven guns—a large rifle, and the remaider VI-inch, VIII-inch, and X-inch guns—besides one or two smaller rifles, not apparent to us except from their execution, and the one mortar previously mentioned.

The bearing of the officers and crew was everything I had expected of them, entirely satisfactory, and assuring to me that under any circumstances they will perform their duties thoroughly. * * * * *

I am, very respectfully, your obedient servant,

JOHN DOWNES, *Commander.*

Captain PERCIVAL DRAYTON,
Com'g Iron-clad Passaic, and Senior Officer present, Ogechee River.

DESTRUCTION OF THE BLOCKADE RUNNING STEAMER QUEEN OF THE WAVE.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, March 7, 1863.

SIR: I have the honor to report to the department that an English steamer, Queen of the Wave, ran ashore near the mouth of the North Santee on the 24th ultimo.

The Conemaugh, temporarily under the command of Lieutenant Commander Eastman, whose report is herewith enclosed, (marked No. 1,) was at the time blockading at Georgetown, but owing to the tide and sea could not cross the bar until the next morning. On boarding she was found deserted by the crew, who, however, had set her on fire before leaving, destroying the inside of the vessel and a great part of the cargo, though the hull and engines are yet in good order.

On the next morning Lieutenant Commander Eastman sent down an armed boat to wreck the steamer, but on approaching her Lieutenant Cromwell discovered that some of the enemy were on board. He at once proceeded to attack them, when they surrendered, seven in number. Their names are as follows: Lieutenant William R. Sachicotte, Sergeant W. A. Woodward, Corporal Francis Justice, Privates D. A. Sperry, Elly Hughes, B. F. Vreen, and M. Vought, all of Ward's light artillery.

These prisoners I will send north in the Quaker City. After their capture, the enemy sent a boat with a flag of truce, desiring to forward some clothes to the prisoners, and at the same time delivering to Lieutenant Commander Eastman a letter from Major Warley, commanding the battery, a copy of which is herewith enclosed, (marked No. 2.)

Very soon after I had received Lieutenant Commander Eastman's report of the above circumstances, I despatched the Wissahickon to Georgetown to relieve Lieutenant Commander Eastman in the Conemaugh temporarily, whilst the latter should endeavor either to get off the Queen of the Wave, or, failing in that, to save as much of the cargo and machinery as was of any value, and to destroy the wreck.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander T. H. Eastman, of the Conemaugh.

UNITED STATES STEAMER CONEMAUGH,
Winyah Bay, March 1, 1863.

SIR: On the morning of the 24th February a steamer was discovered lying at anchor outside the bar. I was unable to go out in the Conemaugh. About 8 o'clock a. m. she got under way and stood in slowly for the North Santee river, and ran ashore at the mouth of the river. The next morning I got out over the bar, went down and examined her. She proved to be the English steamer Queen of the Wave, loaded with an assorted cargo, and her crew had deserted her and set her on fire. The inside of the vessel and the greater portion of her cargo are destroyed, but her hull and engines are in good order, and much that is valuable could be removed with a light-draught steamer.

On the next morning (the 25th) I sent down an armed boat to wreck the steamer, and approaching her, Lieutenant Cromwell, in charge of the boat, discovered the enemy on board. He immediately proceeded to attack them, and on seeing his preparations they surrendered, seven in number, and their names are added here:

Lieutenant P. R. Lachicotte, Sergeant Wm. A. Woodward, Corporal Francis Justice, and Privates D. A. Sperry, Elly Hughes, B. F. Vreen, and M. Vought, Ward's light artillery.

I believe they threw their arms overboard, as a bayonet and belt were found in their boat. One of them, who calls himself Sperry, is recognized by our people here as Captain Sperry, who formerly commanded the first battery near Georgetown light-house.

On the day after the capture of the prisoners, as there was a desire shown to communicate by a flag of truce, and as I did not wish the enemy to come down to my anchorage, I steamed up towards their battery and sent a cutter, which met their flag of truce boat. Their communication only related to some clothing for the prisoners, and was verbal on my part; but in sending the clothes Major Walley, commander of the battery, sent me the communication which I have the honor to enclose.

* * * * * * * * * *

I am, very respectfully, your obedient servant,

THOMAS H. EASTMAN,
Lieutenant Commander.

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron, Port Royal, S. C.

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Letter from Major A. F. Warley to Lieutenant Commander Eastman.

HEADQUARTERS CONFEDERATE FORCES,
West of Winyah Bay, March 1, 1863.

CAPTAIN: Allow me to thank you for the facilities you have afforded me for communicating with Lieutenant Lachicotte and his detachment, now your prisoners. I send by the flag of truce several letters, which, after having been inspected by yourself, you will oblige me, if consistent with your duty, by delivering to those to whom they are addressed.

Lieutenant Lachicotte, in his communication, acknowledges your kind treatment, for which I avail myself of this opportunity to thank you, and to assure you, should the fortunes of war place me in the position of captor of any of

your forces, that I will remember and act upon the information to which I have alluded.

I am, captain, very respectfully, your obedient servant,

A. F. WARLEY,
Major of Artillery and Commanding Post.

Captain EASTMAN, U. S. N.,
Commanding United States Steamer Conemaugh.

DESTRUCTION OF THE REBEL STEAMER GEORGIANA.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., April 1, 1863.

SIR: In my despatch No. 140 I had the honor of reporting to the department the capture, or rather running on shore, of the Georgiana.

I have since received the report of Lieutenant Commander Davis, of the Wissakickon, (marked No. 1,) together with the papers that were taken on board of the prize before she was destroyed. These may be useful in the future in case any question arises with regard to the legality of her destruction. I have not received any inventory of articles rescued from the Georgiana other than the papers, but I understand they were all of trifling value, it being impossible to secure any of the valuable part of the cargo before she was set on fire by our vessels.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John L. Davis.

UNITED STATES GUNBOAT WISSAHICKON,
Off Charleston Bar, S. C., March 19, 1863.

SIR: I have the honor to report, that at half-past twelve o'clock last night I discovered a steamer, which had been fired at by the blockading vessels lying outside of my position, running in for Charleston. I at once opened my battery upon her, and with such effect as to cause the stranger to stop and show a light, when I ceased firing, understanding a hail that he surrendered. Upon approaching him he had changed the direction of the vessel's head, started off to the northward, intending to run in along the beach. I headed him off, using all the guns I could bring to bear, pressing him hard, and, no doubt disabled, he ran aground about two miles to the eastward of Breach inlet, and displayed a bright white light. I stopped firing and despatched boats in charge of Lieutenant S. Casey, with orders for all on board to come immediately to this vessel. When Mr. Casey reached the steamer all hands had deserted her in their boats.

Preparations were at once made to get the vessel off. She proved to be a large iron steamer, the Georgiana, last from Nassau, N. P.

Having made signal for assistance, boats from the Canandaigua, Housatonic, Memphis, and America, reported themselves. Every effort was made by kedging and towing with this vessel to get the steamer afloat, but without success. Before she was deserted every means was adopted, under the precipitate flight of the

deserters, to insure her filling with water, and I have reason to suppose the vessel's hull had sustained material injury from our shot. Lieutenant M. S. Stuyvesant, of the Housatonic, reported the fact that the vessel was rapidly filling. Having exhausted every effort to keep her free, and not knowing how near she was to the rebel batteries, I directed him to secure all the property he could and set fire to the steamer.

Just at daylight the boats shoved off, the vessel having above fourteen feet of water in her hold, and being on fire.

There was not much property saved.

The officers commanding the boats were directed by me to take an inventory of the articles they had secured and hand to me the list. As soon as they are rendered I will forward them to you.

I think it quite probable when the weather moderates there may be obtained some of her cargo and machinery. The character of the cargo is not known, except what was lying on top, such as small rifled guns, projectiles, and Enfield rifles, as no manifest was found.

I would respectfully state that I ceased firing on both occasions when the light was displayed, understanding it to be a signal of surrender, and to continue firing would have been in violation of the rights of helpless creatures, and barbarous; but from the conduct of those in authority on board, it is evident they disregarded honorable principles by taking advantage of my humanity, for after surrendering they attempted to escape with the vessel.

I was in doubt as to continuing to fire on her after she got aground, although a light was shown, but I gave them the benefit of a doubt, supposing that they would not repeat their first offence, if such a slight expression could be applied to their cases. * * *

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant Commanding.

Rear-Admiral S. F. DuPont, U. S. N.,
Commanding S. A. B. Squadron.

FIRST ATTACK ON FORT SUMTER.

Flag-Ship New Ironsides,
Inside Charleston Bar, April 8, 1863.

Sir: I yesterday moved up with eight iron-clads and this ship and attacked Fort Sumter, intending to pass it and commence action on its northwest face, in accordance with my order of battle.

The heavy fire we received from it and Fort Moultrie, and the nature of the obstructions, compelled the attack from the outside. It was fierce and obstinate, and the gallantry of the officers and men of the vessels engaged was conspicuous.

This vessel could not be brought into such close action as I endeavored to get her; owing to the narrow channel and rapid current she became partly unmanageable, and was twice forced to anchor to prevent her going ashore, once owing to her having come into collision with two of the monitors. She could not get nearer than one thousand yards.

Owing to the condition of the tide and unavoidable accident, I had been compelled to delay action until late in the afternoon, and toward evening, finding no impression made upon the fort, I made the signal to withdraw the ships, intending to renew the attack this morning.

But the commanders of the monitors came on board and reported ver-

bally the injuries to their vessels, when, without hesitation or consultation, (for I never hold councils of war,) I determined not to renew the attack, for in my judgment it would have converted a failure into a disaster; and I will only add that Charleston cannot be taken by a purely naval attack, and the army could give me no co-operation. Had I succeeded in entering the harbor I should have had twelve hundred men and thirty-two guns, but five of the eight iron-clads were wholly or partially disabled after a brief engagement.

The reports of the commanding officers will be forwarded with my detailed report, and I send Commander Rhind home with this despatch, whose vessel sank this morning from the effects of the bombardment yesterday, and who will give the department all the information it may desire.

I have alluded above only to forts Sumter and Moultrie, but the vessels were also exposed to the fire of the batteries on Cummings's Point, Mount Pleasant, the Redan, and Fort Beauregard.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

P. S.—I forward herewith a list of the casualties, marked Nos. 1 and 2, on board the Keokuk and Nahant.

S. F. DUPONT.

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List of casualties on board the Keokuk.

UNITED STATES FLAG-SHIP NEW IRONSIDES,
Charleston Harbor, April 8, 1863.

The following is a list of casualties on board the United States steam battery Keokuk in the action of April 7:

Wounded.—Alexander McIntosh, (acting ensign,) and Charles McLaughlin, (seaman,) dangerously; James Ryan and William McDonald, (seamen,) severely; Charles B. Mott, (landsman,) painfully; Commander A. C. Rhind, slightly; Richard Nicholson, (quartermaster,) David Chaplin, J. W. Abbott, George Watson, O. C. Clifford, J. O'Connell, J. E. O'Connor, Henry Swords, John Brown, 2d, (seamen,) and J. Cuddybuck, (ship's cook,) slightly.

Very respectfully, your obedient servant,

A. C. RHIND, *Commander.*

Rear-Admiral S. F. DUPONT.

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Casualties on board the Nahant.

UNITED STATES IRON-CLAD NAHANT,
Off Charleston, April 7, 1863.

SIR: I have to report the following casualties in the action of to-day:

Commander John Downes, (Massachusetts,) slight contusion of foot from a piece of iron loosened from pilot-house. Pilot Isaac Sofield, (New Jersey,) severe contusion of neck and shoulder from flying bolt in pilot house; is doing well. Quartermaster Edward Cobb, (Massachusetts,) compound communicated fracture of skull from flying bolt in pilot-house; has since died. John MacAlstine, seaman, (Canada,) concussion of brain from flying bolt in turret striking him on the head; is doing well. John Jackson, seaman, (Massachusetts,) Roland Martin, seaman, (Massachusetts,) James Murray, seaman, (Mas-

sachusetts,) were very slightly hurt by flying bolts in turret, not disabling any of them.

Very respectfully, your obedient servant,

C. EMERY STEDMAN,
Assistant Surgeon United States Navy.

Commander JOHN DOWNES, U. S. N.,
Commanding U. S. Steamer Nahant.

Forwarded:

JOHN DOWNES, *Commander.*

Detailed report of Rear-Admiral Samuel F. Du Pont.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., April 15, 1863.

SIR: In my previous despatch of April 8 I gave a brief account of the attack on Fort Sumter on the afternoon of the 7th instant, and I have the honor to present to the department a more detailed report.

On the morning of the 2d instant I left Port Royal for North Edisto, hoisting my flag on the United States steamer James Adger, Commander Patterson, and crossed the bar the same day.

As there was some reason to believe that, on the departure of the iron-clads from Port Royal, there might be an attempt to commit a raid by the Atlanta and other rams at Savannah, and as the army was apprehensive of an attack on their positions at Hilton Head and Beaufort, I had ordered Captain Steedman to Port Royal with his vessel, the Paul Jones, having previously directed the Wabash, Commander Corbin, and Vermont, Commander Reynolds, to be hauled over to the Hilton Head shore to protect the vast amount of public property there. The Sebago was also stationed in Calibogue sound, the Marblehead in Savannah river, and the E. B. Hale in Broad river; whilst the Paul Jones, owing to her light draught, was also to make frequent reconnoissances up the latter stream and the Beaufort river.

On the 5th instant, having provided steamers to tow the iron-clads, I left North Edisto for Charleston with all the vessels intended to participate in the attack on that place, and arrived there in the afternoon.

In accordance with my previous arrangements, the Keokuk, Commander Rhind, aided by Captain Boutelle, of the United States Coast Survey, and Acting Master Platt, with Pilot Godfrey and others, proceeded at once to buoy the bar, and to report the depth of water which could be availed of in crossing the next morning with the New Ironsides.

The Patapsco, Commander Ammen, and the Catskill, Commander G. W. Rodgers, covered the Keokuk during this operation, and afterwards anchored inside of the bar that same evening, in order to protect the buoys.

On the morning of the 6th instant I crossed the bar with the New Ironsides, Commodore T. Turner, and the rest of the iron-clads, viz., Passaic, Captain Drayton, Weehawken, Captain John Rodgers, Montauk, Captain J. S. Worden, Patapsco, Commander Ammen, Catskill, Commander G. W. Rodgers, Nantucket, Commander Fairfax, Nahant, Commander Downes, and the Keokuk, Commander Rhind, intending to proceed the same day to the attack of Fort Sumter, and thence to the city of Charleston; but after reaching an anchorage inside, the weather became so hazy, preventing our seeing the ranges, that the pilots declined to go further. I herewith enclose (marked No. 1) the order of battle and the plan of attack, in which the Weehawken, Captain John Rodgers, with a raft in front, was to be the leading vessel of the line, and the Keokuk,

Commander Rhind, was to be the last, the New Ironsides being in the centre from which signals could be better made to both ends of the line.

On the following day, April 7, at noon, this being the earliest hour at which, owing to the state of the tide, the pilots would consent to move, I made signal to the vessels to weigh anchor, having previously ordered them not to reply to the batteries on Morris island, but reserve their fire until they could pass Fort Sumter, in case there were no obstructions, and attack the northwest face. The chain of the Weehawken, the leading vessel, had, however, become entangled in the grapnels of the pioneer raft, and the vessels were delayed in moving until about fifteen minutes past one, when, everything being clear, the Weehawken moved on, followed by the Passaic and others in the regular order of battle.

On the way up the leading vessel passed a number of buoys strewed about in every direction, causing a suspicion of torpedoes, one of which burst near the Weehawken, without, however, producing any serious injury.

At ten minutes past two the Weehawken, the leading vessel, signalled obstructions in her vicinity, and soon after approached very close to them. They extended across the harbor from Fort Moultrie to Fort Sumter, and were marked by rows of casks very near together, and in several lines. Beyond these, again, piles were seen extending from James island to the middle ground.

At 2.50 the guns of Fort Moultrie opened upon the Weehawken, followed shortly after by all the batteries on Sullivan's island, Morris island, and Fort Sumter.

Not being able to pass the obstructions, the Weehawken, and, successively, the Passaic, Nahant, and others, were obliged to turn, which threw the line into some confusion as the other vessels approached. This was particularly the case with the flag-ship, which became, in a measure, entangled with the monitors, and could not bring her battery to bear upon Fort Sumter without great risk of firing into them. She was obliged on her way up to anchor twice, to prevent her from going ashore, and on one of these occasions in consequence of having come into collision with two of the iron-clads.

The monitors and the Keokuk were able to get within easy range of Fort Sumter at distances varying from 550 to 800 yards, in which positions they were subjected, successively, to a tremendous concentrated fire from all the batteries on Sullivan's island, Morris island, Sumter, and others of the most formidable kind, and from guns of the heaviest calibre.

Not being able to place the New Ironsides where I desired, though she was within a distance of 1,000 yards, and evening approaching, at 4.30 I made signal to withdraw from action, intending to resume the attack the next morning.

During the evening the commanding officers of the iron-clads came on board the flag-ship, and, to my regret, I soon became convinced of the utter impracticability of taking the city of Charleston by the force under my command.

No ship had been exposed to the severest fire of the enemy over forty (40) minutes, and yet in that brief period, as the department will perceive by the detailed reports of the commanding officers, five of the iron-clads were wholly or partially disabled; disabled, too, (as the obstructions could not be passed,) in that which was most essential to our success—I mean in their armament, or power of inflicting injury by their guns.

Commander Rhind, in the Keokuk, had only been able to fire three times during the short period he was exposed to the guns of the enemy, and was obliged to withdraw from action to prevent his vessel from sinking, which event occurred on the following morning.

The Nahant, Commander Downes, was most seriously damaged, her turret being so jammed as effectually to prevent its turning; many of the bolts of both turret and pilot-house were broken, and the latter became nearly untenable in consequence of the nuts and ends flying across it.

Captain P. Drayton, in the Passaic, after the fourth fire from her 11-inch gun, was unable to use it again during the action; and his turret also became jammed, though he was, after some delay, enabled to get it in motion again.

Commander Ammen, of the Patapsco, lost the use of his rifled gun after the fifth fire, owing to the carrying away of the forward cap square bolts. On the Nantucket, Commander Fairfax reports that after the third shot from the XV-inch gun, the port stopper became jammed, several shot striking very near the port and driving in the plates, preventing the further use of that gun during the action.

The other iron-clads, though struck many times severely, were still able to use their guns, but I am convinced that, in all probability, in another thirty minutes they would have been likewise disabled.

In the detailed reports herewith forwarded, from the commanding officers of all the vessels engaged, excepting that of the New Ironsides, not yet received, (respectively marked Nos. 2, 3, 4, 5, 6, 7, 8, 9,) the department will be fully informed of the character and extent of the injuries received by these vessels, and to which I have only partially referred.

I also forward herewith a statement in tabular form, (marked No. 10,) drawn up by the ordnance officer, Lieutenant Mackenzie, by which, among other things, it appears that only one hundred and thirty-nine shot and shell were fired by our vessels, though during that same period the enemy poured upon us an incessant storm of round shot and shell, rifled projectiles of all descriptions, and red-hot shot.

Any attempt to pass through the obstructions I have referred to would have entangled the vessels, and held them under the most severe fire of heavy ordnance that has ever been delivered; and while it is barely possible that some vessels might have forced their way through, it would only have been to be again impeded by fresh and more formidable obstructions, and to encounter other powerful batteries, with which the whole harbor of Charleston has been lined.

I had hoped that the endurance of the iron-clads would have enabled them to have borne any weight of fire to which they might have been exposed; but when I found that so large a portion of them were wholly or one-half disabled, by less than an hour's engagement, before attempting to remove (overcome) the obstructions, or testing the power of the torpedoes, I was convinced that persistence in the attack would only result in the loss of the greater portion of the iron-clad fleet, and in leaving many of them inside the harbor, to fall into the hands of the enemy.

The slowness of our fire, and our inability to occupy any battery that we might silence, or to prevent its being restored under cover of night, were difficulties of the gravest character, and until the outer forts should have been taken, the army could not enter the harbor or afford me any assistance.

The want of success, however, will not prevent me from bringing to the notice of the department the gallant officers and men who took part in this desperate conflict.

Commodore Turner of the New Ironsides, Captain Drayton of the Passaic, Captain John Rodgers of the Weehawken, Captain J. L. Worden of the Montauk, Commander Ammen of the Patapsco, Commander George W. Rodgers of the Catskill, Commander Fairfax of the Nantucket, Commander Downes of the Nahant, and Commander Rhind of the Keokuk, did everything that the utmost gallantry and skill could accomplish, in the management of their untried vessels. These commanding officers have long been known to me; many of them served in this squadron before, and were present at the capture of the Port Royal forts; they are men of the highest professional capacity and courage, and fully sustained their reputations, coming up to my requirements. I commend them and

their reports, which speak of those under them, to the consideration of the department.

I took my personal staff with me to the New Ironsides. On this, as on all other occasions, I had invaluable assistance from the fleet captain, Commander C. R. P. Rodgers, who was with me in the pilot-house, directing the movements of the squadron. For now over eighteen months in this war this officer has been afloat with me, and, in my opinion, no language could overstate his services to his country, to this fleet, and to myself as its commander-in-chief.

Lieutenant S. W. Preston, my flag lieutenant, who has also been with me for the same period, exhibited his usual vigilance and zeal, and, with that ability which is so far beyond his years, he arranged a special code of signals, which was used, and served on the gun-deck battery of the New Ironsides.

My aid, Ensign M. L. Johnson, full of spirit and energy, made the signals under difficult circumstances, and kept an accurate note of all that were made to and from the fleet.

Lieutenant A. S. Mackenzie, the ordnance officer of the squadron, had been preparing his department of the expedition with ceaseless labor, care, and intelligence. He served also on the gun-deck of the New Ironsides.

The reserved squadron of wooden vessels referred to in my general order of battle, under Captain J. F. Green, of the Canandaigua, was always in readiness, but their services in the engagement were not called into action.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

P. S.—Since the above was written, the report of Commodore Turner, of the New Ironsides, has been received, and is herewith enclosed, (marked No. 11.)

S. F. D. P.
Rear-Admiral, &c.

Order of battle and plan of attack upon Charleston, South Carolina.

FLAG-SHIP JAMES ADGER,
North Edisto, S. C., April 4, 1863.

The bar will be buoyed by the Keokuk, Commander Rhind, assisted by C. O. Boutelle, assistant United States Coast Survey, commanding the Bibb, by Acting Ensign Platt, and the pilots of the squadron.

The commanding officers will, previous to crossing, make themselves acquainted with the value of the buoys.

The vessels will, on signal being made, form in the prescribed order ahead, at intervals of one cable's length.

The squadron will pass up the main ship channel without returning the fire of the batteries on Morris island, unless signal should be made to commence action.

The ships will open fire on Fort Sumter when within easy range, and will take up a position to the northward and westward of that fortification, engaging its left or northwest face at a distance of from six hundred to eight hundred yards, firing low and aiming at the centre embrasure.

The commanding officers will instruct their officers and men to carefully avoid wasting a shot, and will enjoin upon them the necessity of precision rather than rapidity of fire.

Each ship will be prepared to render every assistance possible to vessels that may require it.

The special code of signals prepared for the iron-clad vessels will be used in action.

After the reduction of Fort Sumter, it is probable that the next point of attack will be the batteries on Morris island.

The order of battle will be the line ahead in the following succession:

1. Weehawken.
2. Passaic.
3. Montauk.
4. Patapsco.
5. New Ironsides.
6. Catskill.
7. Nantucket.
8. Nahant.
9. Keokuk.

A squadron of vessels, of which Captain J. F. Green will be the senior officer, will be formed outside the bar and near the entrance buoy, consisting of the following vessels: Canandaigua, Housatonic, Huron, Unadilla, Wissahickon; and will be held in readiness to support the iron-clads when they attack the batteries on Morris island.

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Report of Captain Percival Drayton, commanding United States iron-clad Passaic.

UNITED STATES IRON-CLAD PASSAIC,
Off Morris Island, S. C., April 8, 1863.

In obedience to your signal, I yesterday at 12.30 got under way, prepared to follow the Weehawken, which vessel had on the bow a raft projection for catching torpedoes; this, however, pulling her anchor and causing some delay. I at 12.40 signalled for permission to go ahead. The Weehawken, however, having at length cleared her anchor, proceeded at 1.15 towards Charleston, followed by this vessel. On the way up a number of buoys of various descriptions were passed, strewed about in every direction, and causing suspicion of torpedoes, one of which machines we saw burst under the bow of the Weehawken. At 2.50 Fort Moultrie and the batteries on Sullivan's island opened, to which I replied with the XI-inch in passing, and pushed on for Sumter, whose guns began almost immediately to fire, and were at once answered by my two. When opposite the centre of the fort, we came pretty close to some obstructions which seemed to extend the whole way from Fort Moultrie across; here I stopped, as the Weehawken had done just before. At the fourth shot from XI-inch gun, I was struck in quick succession in the lower part of the turret by two heavy shot, which bu'ged in its plates and beams, and forcing together the rails on which the XI-inch carriage worked, rendered it wholly useless for the remainder of the action, several hours being necessary to put it again in working order. Soon after it was discovered that there was something the matter with the turret itself, which could not be moved, and on examination it was found that a part of the brass ring underneath it had been broken off, and being forced in board, had jammed; on clearing this the turret could again be moved, but for some time irregularly.

A little after, a very heavy rifle shot struck the upper edge of the turret, broke all of its eleven plates, and then glancing upwards took the pilot-house, yet with such force as to make an indentation of two and a half inches, extending nearly the whole length of the shot. The blow was so severe as to considerably mash in the pilot-house, bend it over, open the plates and squeeze out

the top, so that on one side it was lifted up three inches above the top on which it rested, exposing the inside of the pilot-house, and rendering it likely that the next shot would take off the top itself entirely.

At 4.10, being desirous of more carefully examining into the injuries to the gun carriage and turret, as the engineer thought one of the braces which supports the latter was broken, and also to see what was the external injury to the pilot-house, and whether it was possible to get the top into place, and not being able to do this in the crowd of vessels which were all around and under so fierce a fire, I dropped a little below Fort Moultrie and anchored, having signalled for your permission, which was not, I think, seen, however.

I soon satisfied myself that there was nothing to be done either to the pilot-house or XI-inch gun; and the injury to the turret not proving very serious, I was just about returning to the upper fort, when you made signal to follow your motions, and very soon after, at 4.30, to retire from action.

At 5 I got under way and followed the Ironsides to my present anchorage.

The only really serious injuries were the ones mentioned above, although the vessel was struck thirty-five times, as follows: outside armor, fifteen times, which it has been too rough to examine; deck, five times, once very badly; turret, ten times; pilot-house, twice; smoke-pipe, once; flag-staff over turret shot away, and boat shattered.

There was a little motion, and in consequence some of the outside shots are low down. Several bolt-heads were knocked off and thrown into the pilot-house and turret, and the former might have done serious injury to those inside, had they not been stopped by a sheet-iron lining which I had placed there while at Port Royal.

Owing to the delays caused by the various accidents ending in the entire disabling of one gun, I was only able to fire four times from the XI-inch, and nine from the XV-inch gun. There was some loss of time also, from the necessity of using the sectional rammer, as the fire was all around and required the ports to be kept closed.

On account of the dense smoke I was not able to see the effect of my own shots, but, except a few scars, I could not perceive either yesterday or this morning, when I had a very good view of its lower face, that the fort was in the least injured, and am satisfied that our limited number of guns, with their slow fire and liability to get out of order, were no match for the hundreds which were concentrated on them, at distances perhaps scarcely anywhere beyond a half mile, and nearly as well protected against injury from shot as were ours.

I could see several ranges of piles running nearly across the upper harbor, the first line having a narrow opening, just beyond which were the enemy's steamers, three of them apparently iron-clads.

I was more than usually incommoded by smoke during the action, owing, no doubt, to the difficulty of keeping the blower-bands in working order, with such an amount of water as has been for days pouring over them through the lower part of the turret—a most serious evil, and which I think calls for a remedy, if the turret is to be kept up in any but the smoothest water.

My experience at Fort McAllister satisfied me that the decks were not strong enough; and this of Fort Sumter, that the pilot-house is not capable of withstanding heavy shot for any length of time, and even throws a doubt on the turret itself, or at least its machinery.

The fire to which we were subjected was as fierce, I suspect, as vessels are often exposed to; and one of my officers, who was below, tells me that at one time, in a few seconds he counted fifteen shots which passed over his head just above the deck, and at times the whistling was so rapid he could not keep count at all.

This certainly shows how much battering our iron-clads escaped by being so low on the water. You probably observed yourself, in the Ironsides, the great

difficulty of managing these vessels and keeping them clear of each other and the bottom, with the limited power of vision which the holes in the pilot-house afford; and when to this is added the smoke, I consider it a piece of great good luck that none of us got ashore, or received injury from collision.

In conclusion, I have to thank Lieutenant Commander Miller, and the other officers, and the crew generally, for the quiet and efficient manner in which all their duties were performed.

I am, very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron, Flag-ship Ironsides.

Report of Captain John Rodgers, commanding United States iron-clad Weehawken.

UNITED STATES STEAMER WEEHAWKEN,
Inside Charleston Bar, S. C., April 8, 1863.

SIR: I have the honor to submit the following report.

Yesterday, April 7, one of the grapnels of the raft attached to us became so entangled in our chain that the Weehawken was detained about two hours in getting under way. In obedience to given signal we succeeded, however, in arriving under the fire of Fort Sumter at about 2.50 p. m.

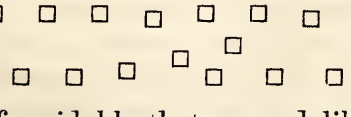
The accuracy of the shooting on the part of the rebels was very great, having been obtained, no doubt, by practice at range targets, since I remarked that, as we passed a buoy, all the guns opened at once. The missiles were very formidable, being, I infer from their marks, bolts, balls, rifled shell, and steel-pointed shot. More than 100 guns, I think, fired upon us at once, with great rapidity, and mostly at short range. My counted shot-marks are fifty-three; some, I presume, have escaped attention.

Two or three heavy shot struck the side armor near the same place. They have so broken the iron that it only remains in splintered fragments upon that spot; much of it can be picked off by hand, and the wood is exposed.

The deck was pierced so as to make a hole, through which water ran into the vessel; but it was not large. Thirty-six bolts were broken in the turret, and a good many in the pilot-house; but as these are concealed by an iron lining, I have no means of knowing how many.

At one time the turret revolved with difficulty in consequence of a shot upon its junction with the pilot-house, but it worked well again after a few turns had been made with higher steam. The guns and carriages performed well. At 5 o'clock, in obedience to signal, withdrew from the range of fire and anchored. From the nature of the attack the vessels were alternately under the hottest fire, and no one, I presume, may be said to have had it very severe for more than forty minutes.

We approached very close to the obstructions extending from Fort Sumter to Fort Moultrie—as near, indeed, as I could get without running upon them. They were marked by rows of casks very near together. To the eye they appeared almost to touch one another, and there was more than one line of them. To me they appeared thus:



The appearance was so formidable that, upon deliberate judgment, I thought it right not to entangle the vessel in obstructions which I did not think we

could have passed through, and in which we should have been caught. Beyond these, piles were seen between Castle Pinkney and the middle ground.

A torpedo exploded under us, or very near to us; it lifted the vessel a little, but I am unable to perceive that it has done us any damage. I have no accident to report.

The raft which we had attached to our bow did not much impede our steering, but while lying at anchor the waves converted it into a huge battering ram. In two days it had started the armor upon our bow. No vessel can carry it except in smooth water. Its motions did not correspond to the movements of the Weehawken. Sometimes, when she rose to the sea the raft fell, and the reverse. Thus we were threatened with having it on our decks or under the overhang. No prudent man would carry the torpedo attached to the raft in a fleet; an accidental collision would blow up his own friend, and he would be more dreaded than an enemy.

All the officers and men behaved so admirably, that I am unable to select one for especial commendation. I am much indebted to Mr. Robert Platt, of the United States Coast Survey steamer Bibb, for his cool and efficient pilotage of the vessel, which he continued to direct after a ball touching the pilot-house immediately over his head had given him a severe concussion.

The guns, machinery, and in a word all our appliances, were in excellent order, owing to the care and attention of the executive officer, Lieutenant Commander L. H. Newman, Acting First Assistant Engineer James G. Young, and of the other officers.

With your present means, I could not, if I were asked, recommend a renewal of the attack.

I have the honor to be your obedient servant,

JOHN RODGERS, *Captain.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Report of Captain John L. Worden, commanding United States iron-clad Montauk.

United States Steamer Montauk,
Inside Charleston Bar, April 8, 1863.

Sir: I have the honor to report, that on yesterday, at thirty minutes past noon, this vessel got under way in accordance with signal from the flag-ship, taking the position assigned in line next astern of the Passaic, and proceeded up the channel. At fifty minutes past two o'clock p. m. Fort Moultrie opened fire at long range upon the advanced vessels, and soon after all the forts on Sullivan's island, and the two upon the upper end of Morris's island, did the same. Atten minutes past three o'clock this vessel opened fire upon Fort Sumter at about eight hundred yards distance, and still advancing. A few minutes later, the leading vessels having stopped in position about six hundred yards from the fort, I also stopped in my assigned position near the Passaic, and at about the same distance from the fort as the other vessels, and delivered my fire deliberately.

Some minutes later, the flood tide having made, and setting the vessel close to some formidable looking obstructions, (which I deemed it highly important to avoid,) they turned their heads towards the flood, and I followed in their wake. As soon as I could get my vessel under control, which it was quite difficult to do in avoiding the other vessels, I turned towards the fort again, got within about seven hundred yards of it, and delivered my fire as long as I was able to hold that position; but the tide drifting us, and the other vessels being

close around me, I again turned to avoid fouling them, still delivering my fire as opportunity occurred.

At about five o'clock I ceased firing and withdrew from action, in accordance with signal from flag-ship, and stood slowly down against the tide, and at 5.40 o'clock p. m. anchored in the channel about two and one-quarter miles below Fort Sumter.

For about fifty minutes only the vessels of the fleet were under a concentrated and terrific fire, and received their injuries during that time.

This vessel was hit fourteen times, but received no material damage. I enclose a report of the injuries she received, and another of the ammunition expended. I am happy to be able to report no casualties.

I desire to say that I experienced serious embarrassment in manœuvring my vessel in the narrow and uncertain channel, with the limited means of observation afforded from the pilot-house, under the rapid and concentrated fire from the forts, the vessels of the fleet close around me, and neither compass nor buoys to guide me.

After testing the weight of the enemy's fire, and observing the obstructions, I am led to believe that Charleston cannot be taken by the naval force now present, and that, had the attack been continued, it could not have failed to result in disaster.

To the officers and crew *en masse* I can proudly give unbounded praise for their coolness and efficiency, and for their cheerful and ready support.

To the executive officer, Lieutenant Commander C. H. Cushman, I am much indebted for the very efficient organization of the crew, and for all the arrangements for battle. He has given me an earnest, intelligent and efficient support on all occasions.

Acting Assistant Paymaster Samuel F. Brown, having volunteered to act as signal officer, and made himself familiar with the new code of signals adopted, was with me in the pilot-house, and, by his quickness of sight and of apprehension, was of material service to me, particularly in view of my much impaired eye-sight.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Captain, Commanding Montauk.

Rear-Admiral S. F. DuPont,
Com'dg South Atlantic Blockading Squadron,
United States Steamer New Ironsides, inside Charleston Bar.

Report of Lieutenant Commander C. H. Cushman, of injuries sustained by the Montauk.

The following is the report of the effect upon the United States steamer Montauk of the enemy's fire in the attack on Fort Sumter, April 7, 1863:

Hits on side armor, four. One of these is severe, detaching the entire after starboard section of plating about three-eighths of an inch from the backing. The section will require refastening. Three of these are not injuries.

Hits on turret, three; none injurious.

Hits on pilot-house, one. This hit is tolerably severe, loosening three bolts and starting in the plating somewhat. In addition there are some light scars from grape or langrage.

Hits on deck plating, three; none very severe. In addition there are some grape-marks also on deck, and one grape-shot lodged between bolts of forward warping chock.

Hits on upper smoke-stack, three; all unimportant. Second cutter was cut adrift and lost, and flags and staffs considerably riddled by grape-shot.

Respectfully, &c., &c.,

C. H. CUSHMAN,
Lieutenant Commanding and Executive Officer.

Captain JOHN L. WORDEN,
United States Steamer Montauk.

Report of Commander Daniel Ammen, commanding United States iron-clad Patapsco.

IRON-CLAD PATAPSCO,
Port Royal Harbor, S. C., April 14, 1863.

SIR: I have the honor to report, that on arriving off Charleston on the afternoon of the 5th I proceeded, as directed, to cover the movements of the Keokuk when she sounded the bar, anchoring with the Catskill, as near as safety would permit. It was near sunset when the work was completed, and our pilot had received instructions. The Patapsco was immediately got under way, crossed the bar, and anchored near the inner buoy. After dark we were joined by the Catskill. At 11 p. m. a steamer was discovered approaching from the direction of Charleston. She left as soon as she found herself in our vicinity, and disappeared before I had an opportunity to fire on her. In obedience to your signal, at 12.15 p. m. of the 7th we got under way and took the position in line as assigned. Owing to unavoidable delays at the head of the line, the leading vessel reached an effective range for the heavy ordnance of the enemy at about 3 p. m., when she was opened upon from Fort Sumter, and, shortly after, from a sand battery above Fort Moultrie, with adjacent sand batteries, sand battery Beauregard, and the heavy guns on Cummings's Point.

The Patapsco was the fourth vessel in line, and at 3.10 opened with the 150-pounder rifle, when at a distance of 1,500 yards from Sumter. Following in position, we opened, when at about 1,200 yards, with the heavy gun. After the fifth discharge of the rifle that gun was rendered useless, from carrying away the forward cap square bolts, an injury which could not be repaired for two hours, notwithstanding the strenuous exertions of the executive officer and the senior engineer.

Shortly after our leading vessel, following the head of the line, turned seaward. At that time, or before, I discovered several rows of buoys above us; also one or two rows of piles or heavily moored wooden buoys above them, one row, to the left of Sumter, high out of the water. This last appeared to be some distance above. Endeavoring to turn, a ship's length short of the Montauk, we found the headway of the vessel cease, and that she no longer obeyed the helm. Backing, we got off, but had been sufficiently long on the enemy's obstruction to receive the concentrated fire of the batteries mentioned, consisting, as far as I can judge from the marks and pieces, of projectiles of 7 and 8-inch rifles and 10 and 11-inch columbiads. At this time we were probably within 600 yards from Fort Moultrie, and a little more than double the distance from Sumter.

We had passed several buoys for range of guns or other purposes on going up, and after getting off of the obstructions, passed down on the same side. Although I endeavored, I found it impossible at the time, to make the signal that we were on an obstruction, and I have to regret that, observing the effect of our fire, the want of space or means of observation in the pilot-house, and manœuvring the vessel, prevented that close observation of the obstructions or

the forces of the batteries of the enemy which would have been desirable, the seeing of all the signals made by you, or the accurate noting of the times.

After a few heavy blows on the turret, the quantity of steam before ample to turn it was insufficient, and this was also cause of annoyance, delay, and a decreased fire from the only gun available.

Obeying the signal to withdraw from action, I anchored on the port bow of the New Ironsides, ready to aid her if required, and afterwards, obeying instructions, anchored for the night in line.

Forty-seven projectiles of the enemy struck the vessel. No damage was done which disabled her, although injuries were received which multiplied would do so. Forty bolts of the smoke-stack were broken, and a chain around it will be necessary to its continued security.

The officers and crew acquitted themselves as usual. I am indebted to Acting Master Vaughan, transferred temporarily to this vessel, for valuable aid in avoiding collisions, as it is out of the question for one person to observe properly from the various light holes. I think a want of vision one of the most serious defects of this class, making it impossible to fight them advantageously, to avoid dangers, or to make a satisfactory reconnoissance.

Another question of great importance as relates to their efficient employment is the character of the battery. If it is proposed to batter down forts with a 15-inch gun, then it is quite plain that we have to come within distances at which heavy ordnance, if employed in heavy batteries against us, cannot fail in the end to injure or perhaps disable us. A comparatively light projectile, with the same charge of powder, might enable us to take such distance as would be effective, and yet be comparatively free from injury to us.

Owing to the early disabling of the rifle and the various discomfitures referred to, only five projectiles were fired from each gun. I saw several of them were effective.

I have the honor to be, very respectfully, your obedient servant,

DAN'L AMMEN,
Commander.

Rear-Admiral S. F. DuPont,
Commanding S. A. B. Squadron.

Report of Commander George W. Rodgers, commanding United States iron-clad Catskill.

UNITED STATES IRON-CLAD CATSKILL,
Inside Charleston Bar, April 8, 1863.

SIR: I have the honor to report, that immediately after the arrival of this ship off Charleston, on the 5th instant, I went close in to the bar, to cover the Keokuk while sounding out the channel. About sundown, the channel having been buoyed, I got under way, in obedience to your order, and went over the bar. It was too dark to see the buoys, but the Patapsco having gone over and being alone inside, I pushed on and anchored safely inside. During the night a steamer came in sight, apparently reconnoitring, but returned upon being discovered. The 6th, the weather was too thick to see the ranges for proceeding up the channel. The 7th, at 12.15 p. m., in obedience to signal, I got under way with the fleet. At 1.45, having formed in order of battle, line ahead, my position being next astern the flag-ship, started ahead. At 2.50, Forts Moultrie, Sumter, and Beauregard, with the batteries at Cummings's Point, Mount Pleasant, and the causeway or redan extending from Fort Moultrie, opened upon the head of the line; the flag-ship becoming unmanageble from shoal water and strong tide, I

passed her. At 3.35, the first shot struck the Catskill, and at 3.39 I opened fire upon Fort Sumter, disregarding the others, the leading vessels having proceeded as far as the obstructions. I pushed on, and approaching within six hundred yards of Fort Sumter, near the Keokuk, continued my fire, which I could see take effect; one 15-inch shot apparently dismounted one of the barbette guns. At 5, in obedience to signal, I withdrew from action and anchored with the fleet inside the bar, out of range.

The cross fire from the forts and batteries was most severe. Several lines of buoys extended from Fort Sumter across the channel, and from the middle ground extended a row of piles, inside of which were several steamers. I was surprised to find, even with this severe fire, that these vessels could be so much injured in so short a time, two or three having passed me during the action to which some disaster had happened. This vessel was struck some twenty times, but without any serious injury except one shot upon the forward part of the deck, which broke both plates, the deck planking, and drove down the iron stanchion sustaining this beam about one inch, causing the deck to leak.

I am glad to say that no person was injured during the engagement. The officers and crew of this vessel all behaved with coolness and courage. Lieutenant Commander C. C. Carpenter, the executive officer, and Acting Master J. W. Simmons, directed the fire of the guns in the turret with energy and skill. To Senior Engineer George D. Emmons and Peter Trescott, quartermaster, who steered this ship, I am much indebted for the assistance rendered me.

I am, very respectfully, your obedient servant,

G. W. RODGERS, *Commander.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Report of Commander D. McN. Fairfax, commanding United States iron-clad Nantucket.

UNITED STATES IRON-CLAD NANTUCKET,
Off Cummings's Point, April 8, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack of yesterday upon the forts at the entrance to Charleston, by the iron-clad fleet under your command.

At 1.15 p. m., in obedience to a general signal from the flag-ship, weighed anchor and took up a position the seventh vessel in order of battle, "the line ahead."

At 2.50 the batteries opened their fire upon our advanced line. About this time the New Ironsides seemed to have become unmanageable, falling off and out of line, with her head down stream. Her slow progress prevented the rearmost vessels from closing up with those already under fire. It was then the signal was thrown out to "disregard the motions of the commander-in-chief," and the rearmost vessels pushed on to gain a position within effective range of the forts.

At 3.20 the guns from Fort Beauregard opened upon this vessel at a distance of 750 yards. At 3.50, having arrived within 750 yards of Fort Sumter and 1,000 yards of Moultrie, and close up to the obstructions thrown across the channel, I directed the fire of the two guns to be opened upon Fort Sumter. We were then under the fire of three forts, and most terrific was it for forty-five to fifty minutes. Our fire was very slow, necessarily, and not half so observable upon the walls of the forts as the rain of their rifle-shot and heavy shell was upon this vessel. After the third shot from the XV-inch gun the port stopper became jammed, several shot striking very near the port and driving in the

plating; it was not used again. The XI-inch gun was fired during the entire time of one hour and fifteen minutes only twelve times.

At 5 o'clock the signal to cease firing was made. As the fleet withdrew the forts materially slackened their fire, evidently not wishing to expend their ammunition without some result. Certainly, their firing was excellent throughout; fortunately, it was directed to some half dozen iron-clads at a time. The effect of their fire upon the Keokuk, together with that of their heavy rifle-shot upon the monitors, is sufficient proof that any one vessel could not long have withstood the concentrated fire of the enemy's batteries. The obstructions being placed at a concentrated point of fire from the three forts, shows, conclusively, that they must have been of no mean character. Our fire always drew down upon us four or five heavy rifle-shots, aimed at our ports. One rifle-shot struck within less than six inches of the XV-inch port; several struck very near. I am convinced that, although this class of vessels can stand a very heavy fire, yet the want of more guns will render them comparatively harmless before formidable earthworks and forts. I must say that I am disappointed beyond measure at this experiment of monitors overcoming strong forts. It was a fair trial.

I am gratified to be able to say that the officers and crew behaved with becoming coolness and bravery. Lieutenant Commander L. A. Beardslee, the executive officer, and the senior engineer, Mr. George H. White, rendered me great assistance in the working of guns, turret, and even the vessel, as the bell gear broke early in the fight and the orders had to be passed down to turret-chamber, and thence by a tube into the engine-room.

Herewith are the reports of executive officer and senior engineer. They will explain the condition of the vessel after the attack.

Very respectfully, your obedient servant,

D. McN. FAIRFAX,
Commander United States Navy.

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Commander L. A. Beardslee, of injuries sustained by the Nantucket.

UNITED STATES IRON-CLAD NANTUCKET,
Inside Charleston Bar, April 8, 1863.

SIR: In obedience to your order, I furnish you with a statement of the injuries received by this ship during the engagement yesterday.

We were struck fifty-one times, besides a number of dents by fragments of shells. The turret was struck eighteen times, principally by 10-inch solid and 6-inch rifle-shot. One rifle-shot struck on the lower corner of the XV-inch port, denting the outer plate about 1½ inch, and bulging the whole thickness, so much as to prevent the port stopper from swinging. This shot was received after the third fire of the XV-inch, and disabled the gun for the rest of the fight, we not being able to open the port. A 10-inch shot struck directly opposite, and near the top of the turret, starting a number of bolts, and breaking the clamp ring inside. The others did no serious damage, further than breaking and loosening a number of bolts. There may be more damage, but we will not be able to ascertain without removing the "pilasters" covering the bolt-heads—a job that cannot be done without, for the time, disabling the turret. During the action the turret became jammed. Upon examination, we discovered six or seven bolt-heads and nuts that had fallen inside and into the recess around the bottom of the turret, rendering it necessary to key the turret higher in order to clear

them. Upon attempting to revolve the turret again to-day, found that another had fallen since the first were removed. The pilot-house was struck once, a square hit, but doing no damage. The side armor was struck nine times—once below the water-line. A number of the side plates are started so much that another shot in their vicinity would, in my opinion, knock them off. One bolt was driven through the iron, and is buried in the oak. One of the deck plates is started from a blow on the side armor. The smoke-stack was riddled in the upper sections, and received five shots in the lower sections—one, a solid 10-inch, fell, after striking upon the deck, and was secured.

The steam-whistle was cut off. The deck plates were cut in twelve places. One shot cut through the iron, and about two inches into the beam, starting the plate, several bolts, and the planking for some feet below. This was directly over the Andrews pump, in the engine-room. The others are not serious. The first discharge of XV-inch gun blew off eight of the heads of the bolts securing the muzzle box. The discharge of the XI-inch gun, or else the blow of a shot on the turret, lifted one of the perforated plates on top. These plates are not properly secured. The outer turret plate, in the XV-inch port, is started about one-fourth of an inch—the next layer in a less degree. Two of the "guides" to the XI carriage were carried away through the gun not being properly compressed. Some of the gear to the engine-room bell was disabled at the first fire, causing trouble and confusion in getting orders promptly conveyed from pilot-house to engine-room. Fortunately, we had had a speaking tube from the turret chamber to the engine-room put up at Port Royal. The ship is tight, and can, if necessary, go into another fight at once, but to do so would; in my opinion, greatly endanger the ship, unless considerable repairs are first given her, there being several places too much weakened to resist a second blow.

Very respectfully, your obedient servant,

L. A. BEARDSLEE,
Lieutenant Commanding, and Executive Officer.

Commander D. McN. FAIRFAX, U. S. N.,
United States Iron-clad Nantucket.

Report of Senior Engineer George H. White of injuries sustained by the Nantucket.

UNITED STATES IRON-CLAD STEAMER NANTUCKET,
Inside Charleston Bar, S. C., April 8, 1863.

SIR: I would report the damage done this vessel during the engagement of the 7th instant, as follows: Of the shots striking the deck, two have made large scores and cracked the top plate; another, on the starboard side, over the engine-room platform, and directly above the Andrews pump, has cut through the deck plates, and several inches into the deck, forcing one of the bolts through the beam, and the deck planks down on each side of it. The fastenings of both deck plates and planks are started for several feet. This should receive attention before the ship takes part in another fight. The other shots on deck have done no material damage. All the shots striking the side armor have started the bolts and plates. In one or two places the plates are cracked, but to no serious extent. Though some of these shots are on or near the water-line, there are no leaks from them, the vessel remaining as dry as before. The turret has been struck in a number of places, breaking off the heads of several bolts and a number of the nuts on the inside. Under the 15-inch port a shot has started all the plates, causing them for a time to jam the port closer. This difficulty was overcome this morning. None of the plates are broken. Directly oppo-

site, but near the top of the turret, a shot has bent the plates badly, carried away the inner ring, and a number of nuts. The full extent of the injury cannot be seen, as it is covered by a pilaster, but I cannot think it serious. Two shots struck the ring at the bottom of the turret, bending it badly, and causing it to jam. It is of no use in its present condition.

The muzzle-box of the 15-inch gun was carried away from the turret on the forward side, breaking eight bolts, five on the side and three on the bottom; this part of the vessel is a bad fit, which, I think, accounts for all the trouble.

On the forward side of the 11-inch port the three outer courses of plates have started by the firing of this gun, the outer one being three-tenths of an inch beyond its proper position; the port-hole is cut near the edge of the plate, and there are no bolts to hold it in place. In revolving the turret it has pressed several times on the nuts, which have carried away and fallen down; for some reason, that as yet I have been unable to find out, the turret does not revolve as freely as before, but I hope to be able to remedy this trouble. The braces between the deck beams under the turret work slack, and should be provided with jam nuts. The effect of all the shot that have struck the turret nearly in a line with the axis seems to indicate that the bolts fit too loosely, and the iron of the bolts is of such a character as to break too easily. The violent recoil of the 11-inch gun on one occasion forced a hole through one of the pilasters, and backed one of the bolts some three inches out of the turret, at the same time carrying away the two after guides on the carriage; the repairs required are being made, but in the mean time the gun is ready for duty. The perforated plate over this gun was raised out of its position, but has been replaced, and is being firmly secured. In order to learn how many bolts are broken, the shot racks and plates in the turret will have to be taken up, in order to remove the pilasters, which would for a time disable the vessel, and I have not thought it advisable to recommend it at present.

The impregnable smoke-pipe was struck several times, breaking the heads of bolts, and carrying away a piece about three inches deep at the top where the temporary pipe was fastened. The temporary smoke-pipe is full of holes, but still answers every purpose. The whistle and whistle-pipe are both shot away, as the after awning stanches. The pilot-house was struck once, but no damage was done. During the early part of the engagement the bell-pull gave way, rendering it necessary to pass the word from the pilot-house; this has been repaired.

The fact of nearly all the shot striking the turret and the after part of the vessel shows clearly that the object of the enemy was to either disable the guns or machinery; fortunately, the attempt was unsuccessful; the machinery and boilers are in good order, and as soon as the bolts promised have been sent on board, the guns will be as perfect as before the engagement.

I am, very respectfully, your obedient servant,

GEORGE H. WHITE,
Senior Engineer.

Commander D. McN. Fairfax, U. S. N.,
Commanding U. S. Iron-clad Steamer Nantucket.

Report of Commander John Downes, commanding United States iron-clad Nahant.

United States Iron-clad Steamer Nahant,
Port Royal, April 13, 1863.

Sir: I have the honor to submit the following account of the part taken by this vessel in the action of the 7th instant with the forts and batteries in Charleston harbor.

Weighing anchor, in compliance with signal, we occupied the position assigned us in the order of battle next to the rear of the line, entering into action at about 3 p. m.; and at 4 o'clock becoming hotly engaged with Forts Sumter and Moultrie, and the various other batteries which lined the northern shore of the harbor, and concentrated an intense fire upon us, while floating obstructions of a formidable nature, apparently, drawn between Moultrie and Sumter, barred the way to further progress up the harbor.

We soon began to suffer from the effects of the terrible, and I believe almost unprecedented, fire to which we were exposed; and at 4.30 the turret refused to turn, having become jammed from the effects of three blows from heavy shot, two of them on the composition ring about the base of the pilot-house, (one of these breaking off a piece of iron weighing seventy-eight pounds from the interior that assisted to keep the house square on its bearings, throwing it with such violence to the other side of the house, striking, bending, and disarranging steering-gear in its course, that it bounded from the inside curtain and fell back into the centre of the house,) and the other on the outside of turret, bulging it in and driving off the $1\frac{5}{8}$-inch apron bolted on to the inside to keep in place the gun-rails, and down the main trace of turret. The bolt-heads flying from the inside of pilot-house at the same time struck down pilot, Mr. Sofield, twice struck and senseless—and the quartermaster, Edward Cobb, helmsman, fatally injuring with fractured skull, leaving me alone in the pilot-house, the steering-gear becoming at the same time disarranged. We were within five hundred yards of Fort Sumter, unmanageable, and under the concentrated fire of, I think, one hundred guns at short range, and the obstructions close aboard. But fortunately we got the preventer steering-gear in working order in time to prevent disastrous result. And getting my vessel once more under command, I endeavored to renew the action, but after repeated futile efforts to turn the guns on to the fort, I concluded to retire for a time from close action and endeavor to repair damages. At this time the squadron commenced retiring from action, in compliance with signal, and we permanently withdrew, having been about forty minutes in close action, during which we were struck thirty-six times heavily, had one man fatally, two severely, and four slightly injured, all by flying bolts and iron inside of turret and pilot-house; and we received the following injuries to the vessel and fittings, besides those already enumerated, the plates on side armor broken badly in several places, and in one, where struck by two shot in close proximity, partly stripped from the wood and the wood backing broken in, with edging of deck plates started up and rolled back in places. On port quarter side armor deeply indented, and started from side and extremity of stern. The deck is struck twice damagingly—one shot near the propeller well, quite shattering and tearing the plating in its passage, and starting up twenty-five bolts; another starting plate and twenty bolts; and slighter blows are numerous. In smoke-stack armor there are three shot-marks—one that pierced the armor, making a hole fifteen inches long and nine inches broad, displacing grating inside and breaking seven bolts. In the turret there are marks of nine shot; fifty-six of the bolts are broken perceptibly to us, the bolt-heads flying off inside of turret, and the bolts starting almost their length outside, some of them flying out completely, and being found at a considerable distance from the turret on the deck. Doubtless many others are broken that we cannot detect, as by trying them we find others loosened. One shot struck the upper part of the turret, breaking through every plate, parting some of them in two, three, and four places. In pilot-house there were marks of six shot, three of them 11-inch; twenty-one of the bolts were broken perceptibly, and others evidently started. The plates are also much started, and the pilot-house itself, I think, much damaged and wrecked; indeed, it is my opinion that four more such shot as it received would have demolished it. One shot at the base broke every plate through, and evi-

dently nearly penetrated it. Both flagstaffs were struck, but were not entirely shot away, and the ensign remained flying throughout.

In making this minute detailed report of the damaging effects of shot upon this vessel, I have been influenced by a wish to point out wherein weak points are practically shown to exist; and I will add that this experience has proved in my mind, beyond a doubt, that to those above enumerated may be added all hatch plates, anchor, well and propeller well plates, and the tops of the turret and pilot-house, as entirely inadequate to defend the place they cover from being entirely penetrated; and in the propeller well, wherein the propeller would probably be injured, and the pilot-house, wherein is contained the wheel for steering, and where exists the only lookout for the guidance of the vessel, and the top of the turret, from which the iron would be driven in upon the heads of those fighting the guns below, the effect, necessarily, would be damaging. During the action we fired four 15-inch shell, 3½ 7.10″ fuse, three 15-inch cored shot, four 11-inch shell, 10″ fuze, and four 11-inch solid shot.

The bearing of men and officers was most admirable. The guns were fought coolly, by Acting Ensign Clark, in command of division, and all the duties performed promptly and quietly in the turret, under the general supervision of Lieutenant Commander Harmony. Of the men struck by flying bolts, not one left his station at the gun voluntarily, and only one at all, and he remained until he fell senseless, and was carried below. Mr. J. Sofield, the pilot, performed his duties coolly and satisfactorily until he fell senseless while in the act of seizing the spokes of the wheel just dropped by the quartermaster, (Cobb,) though struck in the head by a bolt at the same time, but falling almost simultaneously with him from the effect of another blow.

In conclusion, I have to state that it was not until the following day, at 5 p. m., that the turret was cleared sufficiently to be turned, although a corps of workmen brought out from New York, and under skilful supervision, were present, and commenced work upon the damages early the following morning.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron,
Flag-Ship Wabash, Port Royal.

Report of Commander A. C. Rhind, commanding U. S. iron-clad Keokuk.

UNITED STATES FLAG-SHIP NEW IRONSIDES.
Off Cummings's Point, S. C., April 8, 1863.

SIR: I have the honor to report that I got the Keokuk under way at 12.30 p. m. yesterday, in obedience to the signal from the flag-ship, and took a position in the line prescribed in your order of advance and attack. At 3.20, the flag-ship having made signal to disregard her motions, I ran the Keokuk ahead of my leading vessel to avoid getting foul in the narrow channel and strong tideway. I was forced, in consequence, to take a position slightly in advance of the leading vessel of the line, and brought my vessel under a concentrated heavy fire from Forts Moultrie and Sumter, at a distance of about five hundred and fifty yards from the former. The position taken by the Keokuk was maintained for about thirty minutes, during which period she was struck ninety times in the hull and turrets. Nineteen shots pierced her through at and just below the water-line. The turrets were pierced in many places, one of the forward port shutters shot away; in short, the vessel was completely riddled.

Finding it impossible to keep her afloat many minutes more under such an extraordinary fire, during which rifled projectiles of every species and the largest calibre, as also hot shot, were poured into us, I reluctantly withdrew from action at 4.40 p. m., with the gun-carriage of the forward turret disabled, and so many of the crew of the after gun wounded as to prevent a possibility of remaining under fire. I succeeded in getting the Keokuk to an anchor out of range of fire, and kept her afloat during the night in the smooth water, though the water was pouring into her in many places.

At daylight this morning it became so rough that I saw the vessel must soon go down. Assistance being sent me, I endeavored to get the vessel round, and tow up, and in that effort, at about 7.30 a. m. she went down rapidly, and now lies completely submerged to the top of her smoke-stack. The officers and crew were all saved, the wounded having been put on board a tug a few minutes before the Keokuk went down. Owing to the loss of papers, and the separation of officers and crew, I am unable to furnish an officer's medical report, but give as nearly as possible the casualties in the action of yesterday.

Very respectfully, your obedient servant,

A. C. RHIND, *Commander.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Abstract of expenditure of ammunition, ranges, &c., during the engagement with the fortifications in Charleston harbor, April 7, 1863.

Vessels.	Class of guns.	Total No. of fires.	No. of fires with—			Length of fuze.	Charges of powder.	Object aimed at.	Remarks.
			Shell.	Solid shot.	Cored shot.				
							Pounds.		
New Ironsides	XI-inch No. 1 port	1	.....	1	.....	.....	20	Fort Moultrie	
Do	XI-inch No. 3 port	1	.....	1	.....	.....	20	....do	
Do	XI-inch No. 4 port	1	.....	1	.....	.....	20	....do	
Do	XI-inch No. 5 port	1	.....	1	.....	.....	20	....do	
Do	XI-inch No. 6 port	1	.....	1	.....	.....	20	....do	
Do	XI-inch No. 7 port	1	.....	1	.....	.....	20	....do	
Do	XI-inch No. 8 port	1	.....	1	.....	.....	20	....do	
Do	150-pdr. No. 2, starboard	1	.....	1	.....	.....	16	Fort Wagner	
Montauk	XV-inch	10	.....	.....	10	.....	35	Fort Sumter	
Do	XI-inch	17	1	16	.....	5-second	4.20 13.15	....do	
Passaic	XV-inch	9	9	.....	.....	7 "	35	1 XV-inch and 1 XI-inch shell at Fort Moultrie; the rest at Fort Sumter.	
Do	XI-inch	4	2	2	.....	10 "	2.20 2.15		
Weehawken	XV-inch	11	11	.....	.....	10 "	35	Fort Sumter	After fourth fire XI-inch gun disabled by shot striking turret, causing the turret to act as a compressor.
Do	XI-inch	15	15	.....	.....	10 "	15	....do	
Patapsco	XV-inch	5	5	.....	.....	10 "	35	....do	
Do	150-pdr	5	5	.....	.....	Schenkle percussions	16	....do	After 5th fire forward cap-square belt broke.
Catskill	XV-inch	10	10	.....	.....	10 and 15-second	35	....do	After 3d fire the turret was bulged in by a shot, so that the port stopper could not be revolved.
Do	XI-inch	12	12	.....	.....	10 and 15 "	15	....do	
Nantucket	XV-inch	3	3	.....	.....	5-second	35	....do	
Do	XI-inch	12	12	.....	.....	5 "	15	9 Sumter, 2 Wagner, 1 Moultrie.	
Nahant	XV-inch	7	4	.....	3	3 3½-second 1 7 "	35	1 7-second XII-inch shell, 1 10-second XI-inch shell at Moultrie; rest at Fort Sumter.	
Do	XI-inch	8	4	4	.....	3 5 " 1 10 "	4.20 4.15		
Keokuk	XI-inch in forward turret	3	3	.....	.....	.....	20	Fort Sumter	At 3d fire, gun not being entirely run out, the after haster was sprung and the breeching stranded.

Vessels, 9; guns, 23; fires, 139; shell, 96; solid shot, 30; cored shot, 13. Range, from 550 to 2,100 yards.

Respectfully submitted:

A. S. MACKENZIE, *Lieut. and Ord. Officer, South Atlantic Blockading Squadron.*

Rear-Admiral S. F. DUPONT, *Commanding South Atlantic Blockading Squadron.*

Report of Captain T. Turner.

UNITED STATES SHIP NEW IRONSIDES,
Off Charleston, S. C., April 10, 1863.

ADMIRAL: Your presence on board of this ship during the severe engagement of the 7th of April against the forts Sumter, Moultrie, Beauregard, Cummings's Point, and the adjacent batteries, which concentrated their fire on your advancing fleet, relieves me from representing many details which your absence, under like circumstances, would have made incumbent.

You will, however, have observed how correct my representation was, that this ship could not be depended upon in a tide-way, and how unmanageable she became, compelling the pilot to order the anchor to be let go twice in order to avoid grounding, which would have involved the loss of the ship.

The unavoidable delay in commencing action was a severe test to my officers and crew, as they were all the time under a heavy fire of shell and shot, the effects of some of which you have personally examined.

The steadiness and discipline, under an ordeal of this kind, without the relief of active engagement in battle, I need not state to you, was a very gratifying spectacle to myself, though what I had expected from my officers and men.

The iron turret of this ship being too small to contain more than yourself, the fleet captain, and the pilot, who were controlling the movements of this ship and the fleet, I took up my position at the batteries, commanding them in person, where there was, with port-shutters down and gratings on, scarce light enough to discern the face of the nearest person to me.

I obtained the soundings as best I could from time to time by tricing up a port-shutter and heaving the lead from the sill of the port, and I found the ship frequently within a foot of the bottom. I attribute to the extraordinary skill of the pilot, Acting Master Godfrey, the fact that she was kept clear of it.

Forcing her way up the channel, she received the fire of the enemy generally obliquely, excepting only when she fell off one way or the other. One of these shots striking the forward facing of the port-shutter, carried it away instantly. My impression is, had you been able to get this ship into close position, where her broadside would have been brought to bear, that not one port-shutter would have been left under the fire of such enormous projectiles as were thrown from the enemy's works, multiplied on every side of us. The damage done to this ship, with the exception of the loss of a port-shutter, is not material. The woodwork at both ends, where struck, will be repaired at once.

I have supposed that the distance at which she received the severest fire of the enemy was about one thousand (1,000) yards, and I think she has clearly proved the invulnerability of her armor at that distance, for there was very little damage done.

So dense was the smoke in the channel that I could with difficulty at times see beyond fifty yards from the ship, and experienced great embarrassment in training my guns, even when she fell off so that I could use them.

I have briefly expressed in a foregoing passage my admiration of the deportment of my officers and men under these trying circumstances. I realized all I expected from them, but I should fall short of my duty, sir, if I omitted to present to your especial notice the 1st lieutenant of this ship, Lieutenant Commander George E. Belknap. It was not in the hour of battle only that great demand was made upon him; there was a constant pressure upon the high qualities which distinguish him as an efficient officer to meet exigencies which through a week of toil and labor he had to provide for. He was equal to his work, gave me a perfect support at all times, and I desire here, and through you, to com-

mend him to the favorable consideration of the government as an officer of the highest merit.

Very respectfully, your obedient servant,

T. TURNER, *Commodore.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Letter to Rear-Admiral DuPont by the Secretary of the Navy.

NAVY DEPARTMENT, *April* 11, 1863.

SIR: It has been suggested to the department by the President, in view of operations elsewhere, and especially by the army of the Potomac, that you should retain a strong force off Charleston, even should you find it impossible to carry the place. You will continue to menace the rebels, keeping them in apprehension of a renewed attack, in order that they may be occupied, and not come north or go west to the aid of the rebels, with whom our forces will soon be in conflict. Should you be successful, as we trust and believe you will be, it is expected that General Hunter will continue to keep the rebels employed and in constant apprehension, so that they shall not leave the vicinity of Charleston. This detention of the iron-clads, should it be necessary in consequence of a repulse, can be but for a few days.

I trust your success will be such that the iron-clads can be or will have been despatched to the gulf when this reaches you. There is intense anxiety in regard to your operations. This day is the anniversary of the assault on Sumter, and God grant that its recurrence may witness the destruction of that fortress by our naval forces under your command.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DuPont,
Com'dg S. A. B. Squadron, Port Royal, S. C.

Instructions of the President.

[Telegram.]

EXECUTIVE MANSION,
Washington, April 13, 1863.

Hold your position inside the bar near Charleston; or if you shall have left it, return to it and hold it till further orders. Do not allow the enemy to erect new batteries or defences on Morris island. If he has begun it, drive him out. I do not herein order you to renew the general attack. That is to depend on your own discretion or a further order.

A. LINCOLN.

Admiral DuPont.

Further instructions of the President.

EXECUTIVE MANSION,
Washington, April 14, 1863.

This is intended to clear up an apparent inconsistency between the recent order to continue operations before Charleston, and the former one to remove to another point in a certain contingency. No censure upon you, or either of you, is intended; we still hope that, by cordial and judicious co-operation, you can take the batteries on Morris island and Sullivan's island, and Fort Sumter. But whether you can or not, we wish the demonstration kept up for a time, for a collateral and very important object; we wish the attempt to be a real one, (though not a desperate one,) if it affords any considerable chance of success. But if prosecuted as a *demonstration* only, this must not become public, or the whole effect will be lost. Once again before Charleston, do not leave till further orders from here; of course this is not intended to force you to leave unduly exposed, Hilton Head, or other near points in your charge.

Yours truly,

A. LINCOLN.

General HUNTER and Admiral DUPONT.

P. S.—Whoever receives this first, please send a copy to the other immediately.

A. L.

Letter from Rear-Admiral DuPont.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., April 16, 1863.

SIR: I have the honor to acknowledge the receipt this morning, by the Freeborn, of your communication of the 11th instant, directing the maintaining of a large force off Charleston, to menace the rebels and keep them in apprehension of a renewed attack in the event of our repulse.

I have also to acknowledge the receipt of a copy of a telegraphic despatch of the 13th instant from the President of the United States, sent from Fortress Monroe.

The department will probably have known, on the 12th instant, the result of the attack. In my despatch of the 11th instant, dated off Charleston, the department was made aware of my withdrawal, with the iron-clads, from the very insecure anchorage inside the bar, and just in time to save the monitors from an easterly gale, in which, in my opinion and that of their commanders, they would have been in great peril of being lost on Morris island beach. Their ground tackling has been found to be insufficient, and from time to time they have dragged even in close harbors.

I have since been doing all in my power to push forward their repairs in order to send them to the gulf, as directed, but I presume that your despatch of the 11th instant, and the telegraphic message from the President, revoke your previous order.

I shall spare no exertions in repairing, as soon as possible, the serious injuries sustained by the monitors in the late attack, and shall get them inside Charleston bar with all despatch in accordance with the order of the President. I think it my duty, however, to state to the department that this will be attended with great risk to these vessels from the gales which prevail at this season and from

the continuous fire of the enemy's batteries, which they can neither silence, nor prevent the erection of new ones.

The New Ironsides can only cross the bar with certainty at spring tides, which are twice a month. She is more vulnerable than the monitors, and at the distance she must necessarily anchor, could not elevate her guns sufficiently to reach any batteries of the enemy, while, at the same time, she would be liable to injury, particularly in her wooden ends, from a fire which she could not return. If this vessel is withdrawn from the blockade and placed inside, the blockade may be raised by the rebel rams coming out of Charleston harbor at night by Maffit's channel, in which case she could give no assistance to the fleet outside. But for the New Ironsides, the raid of the 31st January would have been repeated with more serious effect.

The lower and greater part of Morris island exhibits a ridge or row of sand hills, affording to the enemy a natural parapet against the fire of shipping, and facilities for erecting batteries in very strong positions. The upper part of the island is crossed by Fort Wagner, a work of great strength, and covered by the guns of Fort Sumter. The island is in full communication with Charleston, and can, in spite of us, draw fresh re-enforcements as rapidly as they may be required. Shoals extend from the island, which prevent the near approach of the monitors, and our experience at Fort McAllister does not encourage me to expect that they will reduce well defended sand batteries, where the damage inflicted by day is readily repaired by the unstinted labor of the night. The ships, therefore, can neither cover the landing, nor afterwards protect the advance of the small force of the army available for operations in this quarter, which will meet fresh troops at every sand hill, and may look also for a reverse fire from the batteries on James island.

As it is considered necessary to menace Charleston, by a demonstration of land and naval forces, North Edisto will afford a better point from which to threaten an advance, and a concentration of troops and ships in that quarter would accomplish the purpose of the government, mentioned in your despatch of the 11th instant, as it is a military point from which Charleston could be attacked now, James island being fully occupied by the enemy's batteries.

I have deemed it proper and due to myself to make these statements, but I trust I need not add that I will obey all orders with the utmost fidelity, even when my judgment is entirely at variance with them, such as the order to re-occupy the unsafe anchorage for the iron-clads off Morris island, and an intimation that a renewal of the attack on Charleston may be ordered, which in my judgment would be attended with disastrous results, involving the loss of this coast.

For eighteen months in these waters I have given whatever of professional knowledge, energy, and zeal I possess to the discharge of my duties, and to the close study of our military and naval position in the tenure of the sea-coasts within the limits of my command, and I claim to know what best pertains to the disposition of my fleet in carrying out the instructions of the department.

I know not yet whether the confidence of the department so often expressed to me has been shaken by the want of success in a single measure which I never advised, though intensely desirous to carry out the department's orders and justify expectations in which I could not share.

I am, however, painfully struck by the tenor and tone of the President's order, which seems to imply a censure, and I have to request that the department will not hesitate to relieve me by an officer, who, in its opinion, is more able to execute that service in which I have had the misfortune to fail—the capture of Charleston. No consideration for an individual officer, whatever his loyalty and

length of service, should weigh an instant if the cause of his country can be advanced by his removal.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Chief Engineer Stimers's report of damages to the iron-clad steamers.

GENERAL INSPECTOR'S OFFICE,
413 *Broadway, New York, April* 14, 1863.

SIR: I arrived in this city, having left the fleet off Charleston, S. C., on the 11th instant, and I beg leave to report to the department some of the detail facts connected with the naval attack upon Charleston, essayed by Rear-Admiral DuPont with his fleet of iron-clad steamers, which came especially within my province as the general inspector of iron-clad steamers and harbor obstruction submarine shells.

Previous to the attack, I recommended to the admiral that two of the monitor vessels should have attached to their bows one, each, of the submarine shells which had been furnished by the department, and that these should precede the others and attack the obstructions, attaching to the rafts which carried the shells several grapnel hooks suspended by chains to explode any torpedoes over which the vessels were about to pass, with a view to exploding them before the vessels themselves should come into dangerous proximity to them. There appeared, however, to be a feeling of objection to these shells, arising from an expressed apprehension that they would either run into some of our own vessels andblow them up, or, if fired as designed, against the obstructions, would recoil against the vessel carrying them and sink it.

I explained, to the best of my ability, the experiment I had tried with one of them in New York harbor, which proved how impossible it was that this latter event would happen, and urged their trial until I was informed I was wasting valuable time in pressing forward something which it had already been decided would not be used. It is with exceeding regret that I am thus compelled to report that this powerful weapon, for which we have every reason to suppose the enemy was entirely unprepared, should not have been used in an attack which could have few hopes of success without it.

One of the rafts which had been prepared to carry the shells was, however, attached to the bow of the Weehawken, with the prepared hooks attached to protect the vessel against torpedoes. This she carried in and out again in safety, having proceeded as far as the line of obstructions, stretching from Forts Sumter to Moultrie, would permit.

Having been directed to remain outside of the bar during the fight, I witnessed the conflict from the deck of the Coast Survey steamer Bibb, at the mouth of the Swash channel. The firing on the part of the enemy was very terrific. He was not only able to keep up a very rapid fire from his numerous guns, but, I felt satisfied, was using reckless charges of powder, which it was clearly wisdom for him to do. I therefore expected to find upon my visit to them at least an approach to the destructive results which had been obtained by the chief of the Bureau of Ordnance in his experiments against iron targets in the ordnance yard at Washington. I was, however, agreeably disappointed to find, upon my inspection of the monitor vessels the next morning, that there

were no clear passages through the decks, and no penetrations through the sides of the vessels, or the pilot-houses. The blunt-headed shots had proven much less effective than round shot, not only in confining their injury to the indentation made more distinctly than is the case with round shot, but the indentations themselves were less than those made by the spherical balls. On the other hand, I found casualties had occurred which occasioned loss of life in one instance, and disabled guns in others, through faults of design which only such experience could point out, and which, I think, can be entirely removed in the new vessels now building.

In the case of the Keokuk, although I never believed her armature would withstand the shock of heavy ordnance at short ranges, (*vide* my reports dated June 30, July 14, and July 31, 1862,) I was rather surprised that it should have proven so easily penetrable. If the lesson which this should teach is properly received, the loss of the vessel will be a positive gain to the government in preventing the construction of armored ships of more than doubtful impenetrability to ordinarily heavy ordnance.

Although the Ironsides was not built under my inspection, it may not be considered improper for me to compare in this report the effect of shot upon her solid forged plates, of four and a half inches thickness, with the laminated plates of five inches thickness, which protected the sides of the monitors.

This vessel was twice as distant from fort Sumter as several of the monitor vessels; the effects are not, therefore, strictly comparable; still the difference in the appearance of the two descriptions of armature is very instructive, and should not be passed lightly over by the engineer. When the laminated plates upon the sides of the monitors were struck severely, the indentations were deep, the bolts securing them to the wooden backing started loose, the entire plates bent and separated from each other to an extent which impressed the non-professional observer with the idea of great injury; but when the engineer examined them, with a view of judging how well they would withstand another blow of the same force upon precisely the same place, he perceived that the original power to resist shot has not been greatly reduced.

On the other hand, the solid plates of the Ironsides were not so deeply indented; there appeared to be no disturbance of the plates by bending, but few bolts were started, and few persons other than the critical engineer could look closely enough to see that the plate was entirely broken through in a manner which would inevitably permit the passage of the second shot striking the same place.

To the casual observer, therefore, the solid plates will have the appearance of having withstood the bombardment better than the laminated, but the unprejudiced engineer will perceive that the latter disposition of the metal is much the most effective in attaining the desired end.

In consideration of the vast importance to our country that that stronghold of rebellion should be reduced, I take the liberty to express to the department my firm opinion that the obstructions can be readily passed with the means already provided, and our entire fleet of iron-clads pass up successfully to the wharves of Charleston, and that the monitor vessels still retain sufficient enduring powers to enable them to pass all the forts and batteries which may reasonably be expected.

I am, respectfully, your obedient servant,

ALBAN C. STIMERS,
Chief Engineer United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order for board of experts on damages to the Passaic.

NAVY DEPARTMENT, *May* 21, 1863.

SIR: You will request the following gentlemen, viz: C. W. Copeland, George W. Quintard, M. F. Merritt, and J. J. Comstock to constitute a board for the examination of the United States iron-clad steamer Passaic, whilst she is on the ways, and report in writing the full extent of the damage done to that vessel by the fire of the batteries in the harbor of Charleston; also whether she has been strained or injured in any part by the gales she has encountered, or from any cause whatsoever.

Captain S. C. Rowan has been directed to report to you as a member of the board.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, *U. S. Navy, New York.*

Report of Board.

NEW YORK, *June* 2, 1863.

SIR: I have now the honor to transmit the report called for by your order of the 21st ultimo of the condition in which the iron-clad Passaic returned to this port. Every facility was given to the board of examiners, and their researches were very thoroughly made, and I have not been able to find any fact omitted. Great care is now being taken to fit that vessel perfectly under the care of Captain Worden. The work is progressing rapidly as possible, and it is expected she will be taken off the ways in a week.

I have the honor to be, very respectfully, your most obedient servant,

F. H. GREGORY,
Rear-Admiral, Superintendent.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

NEW YORK, *June* 2, 1863.

DEAR SIR: In compliance with a request contained in the copy of a communication from the Navy Department dated May 21, to examine the United States iron-clad steamer Passaic while she is on the ways, and report in writing the full damage done to that vessel by the fire of the batteries in the harbor of Charleston; also, whether she has been strained or injured in any part by the gales she has encountered, or from any cause whatever, we have made the examination as requested, and beg leave to report.

1st. In regard to the damage by the fire of the batteries, but four shots have damaged any part of the structure to an extent to be worthy of any particular description. The first, marked A on the accompanying diagrams, struck the upper edge of the turret, glancing upward and striking the pilot-house as shown. The second, marked B, struck near the lower edge of the turret, broke the loose outside ring on the deck, and indenting the turret so as to break the lugs off the inside composition ring. The third, marked C, indented the turret about $1\frac{1}{4}$ inch, cracking slightly the inside plate. The fourth, marked D, struck the armor on the port side about forty-seven feet eight inches from the bow, and nine and a half inches below the deck, starting or bending the three outer plates, breaking or

starting one-third of the fastening bolts, leaving the remainder undisturbed and all the plates still in position.

As to the effects of these shots, the 1st raised the pilot-house ½ inch and started it over on one side, breaking two bolts in the pilot-house, but did not in any manner affect the working of the turret or the operations of the vessel.

The 2d shot, marked B, by the damage already mentioned, checked the operation of the turret, until the lugs of the composition rings, which got jammed under the turret, were removed, after which the turret could be operated as usual.

The 3d shot, marked C, apparently a 10-inch shot, so started or disturbed the turret as to damage the slides of the 11-inch gun, rendering it, for the time, unserviceable, by forcing the rails hard against the guide pieces on the carriage.

The 4th shot did not affect the efficiency of the armor, as, though a portion of bolts were broken, the whole of the plates still remained in their proper position.

The only damage affecting the fighting efficiency of the vessel was that by the 3d shot, disabling the working of the 11-inch gun, and the breaking of the lug, alluded to; and we would take the liberty of suggesting that this form of injury may hereafter be guarded by fastening a very heavy iron ring or band around the base of the turret, to prevent its distortion, and leaving sufficient freedom between the rails of the carriage and the turret, so that any slight distortion of the turret will not affect the gun carriages.

There were some seven or eight shots received upon the deck, though but three of them produced effect so serious as to require repairs, and these repairs had been made before her return to this port. All the shots received upon the turret are shown in diagram No. 1, which represents the whole exterior circumference of the turret, laid down as a plane. The indentations by the shots varied from ¼ to 1¼ inch in depth, none, however, damaging the turret further than described. Upon the pilot-house, three other shots, than that described, struck, making indentations from ½ inch to ⅞ inch depth, but doing no further damage.

Upon the armor of the vessel, besides the shots already described, there were marks of twelve other shots, making indentations varying from ½ inch to 2½ inches in depth, but inflicting no other serious damage.

The accompanying diagrams show the effects of the four worst shots already mentioned, and the diagram No. 1 shows all the shots received by the turret; No. 2 shows the effects of shot A upon the turret and pilot-house, and No. 3 shows the effect of shot D upon the armor, as already described.

On the whole, we are of the opinion that the only damage done by the batteries, affecting the fighting efficiencies of the vessel, was by the shot upon the turret, which disabled the 11-inch gun by deranging the gun-slides.

The ship, so far as the board could discover, is not strained or injured by the gales she has encountered. There has been a serious leak about the bow, which the board find difficulty in accounting for. It is probable that in dropping into the sea the water got under the deck plates around the top of the anchor well; this can be guarded against hereafter by a slight alteration in the construction. There is also evidence of some slight leaks in some of the rivets, which can be easily remedied.

All of which is respectfully submitted, by your obedient servants,

J. C. ROWAN, *Captain U. S. N.*
CHAS. W. COPELAND.
GEO. W. QUINTARD.
M. F. MERRITT.
JOS. J. COMSTOCK.

Admiral F. H. GREGORY,
U. S. Navy, New York.

Letter of Rear-Admiral DuPont on the equalities of the monitor vessels for blockading duty off Charleston.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., June 3, 1863.

SIR: I had the honor in a previous despatch to report to the department the necessity of increasing the vessels in this squadron, in order to make the blockade more effective, particularly off Charleston.

I desire now to call the attention of the department to another important point in connexion with the blockade of this coast.

It has hitherto been maintained by wooden vessels, many of which are of the most vulnerable character, but the time is approaching when they will be liable at any moment to be driven off by iron-clads of the rebels from the harbors of Charleston and Savannah, and if reports speak true, by iron-clads from abroad. To meet this serious difficulty I have only one vessel which can do outside blockading duty, and that is the New Ironsides, and her commander expresses doubts of her ability to remain off Charleston in the hurricane season. The other iron-clads, the monitors, and particularly in the coming hot season, are totally unfit for this duty. They are not sea-going or sea-keeping vessels. In even a slight sea the hatches must be battened down, and the effect upon the crew, if continued for a brief period in hot weather, would be most deleterious; indeed, in such weather they are not habitable; but, in addition to this very serious objection, the speed of these vessels, owing to the foulness of their bottoms, is so low that they are not only unfit to chase, but in a gale of wind could not keep themselves from going ashore. Even in a strong tide-way, owing to the deficiency or weakness of their ground tackling, they frequently get adrift. These vessels can maintain a blockade in inland waters, but the nearest point to Charleston where they can be placed is North Edisto.

I have on different occasions referred to the qualities of these iron-clads for keeping the sea, but I deem it my duty to call the attention of the department to them in an especial despatch.

In this connexion, I forward a copy of a letter from the commanding officers of the iron-clads addressed to me when they understood it might be deemed necessary to order them on blockading duty off Charleston.

Very respectfully, your obedient servant,

S. F. DUPONT, *Rear-Admiral, Commanding, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Opinion of commanding officers of monitor vessels.

NORTH EDISTO, S. C., *May* 25, 1863.

SIR: Having understood that when it shall be necessary to withdraw the New Ironsides from the blockade of Charleston for purposes of repairs or refreshment that vessels of this class may be regarded as necessary and fit to take her place, we beg leave to express our opinion on that point.

The hatches would have to be battened down the whole time, and the vessels could not fail to be disabled from loss of health to the crew. The loss of speed from foulness of bottom, now amounting to one-half of what they had when put in commission, would put it out of their power to chase effectively, or to get off shore in a gale of wind, even with the assistance of an ordinary steamer. The extreme sluggishness of the compass would make it impossible to make any given course of a cloudy night. If clear, setting the course by a star and giving time for the compass to traverse, would make its use possible. The ground-tackle in a heavy sea-way would, in our opinion, be quite inadequate to

hold her. In short, we think these vessels are entirely inadequate to maintain a blockade at sea.

Very respectfully, your obedient servants,

JOHN RODGERS, *Captain.*
DANIEL AMMEN, *Commander.*
GEO. W. RODGERS, *Commander.*
D. M. FAIRFAX, *Commander.*
JOHN DOWNES, *Commander.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron,
Flag-Ship Wabash, Port Royal.

EXPEDITION AGAINST BLUFFTON, SOUTH CAROLINA.

Flag-Ship Wabash,
Port Royal Harbor, S. C., June 6, 1863.

Sir: About ten days ago Major General Hunter applied to me for a gunboat to assist a land force in an expedition against Bluffton, which lies on May river, a stream emptying into Calibogue sound.

This town has been the headquarters for the rebels for a long time in this vicinity, from which pickets were distributed at various points.

At the time Major General Hunter wrote this request I had no gunboat in port; but, on the 3d instant, I ordered Lieutenant Commander Bacon to proceed with the Commodore McDonough on this expedition.

The army forces, numbering, I believe, about one thousand (1,000) men, were on board the army gunboat Mayflower and an army transport, and under the command of Colonel Barton.

On arriving near Bluffton the troops were landed under the protection of the Commodore McDonough, and took possession of the town, the rebels having retreated. By the orders of Colonel Barton the town was destroyed by fire, the church only being spared; and though the troops made several charges, they were driven back by the troops and the shells and shrapnell of the Commodore McDonough. Bluffton being destroyed, the soldiers re-embarked without casualties, and returned to Hilton Head.

Enclosed (marked No. 1) is the interesting report of Lieutenant Commander Bacon, who speaks in high terms of Colonel Barton, the commanding officer of the land forces.

Lieutenant Commander Bacon, whose vessel is well fitted for these inland waters, has in this case, as in all others, exhibited his characteristic energy and intelligence.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander George Bacon.

United States Steamer Commodore McDonough,
Port Royal, S. C., June 4, 1863.

Sir: I have the honor to report that, in obedience to your order, I proceeded to Fort Pulaski, and reported to Colonel Barton, the commander of the fort, as officer in command of naval forces for the attack on Bluffton. He immediately gave orders that the army gunboat Mayflower should be placed under my command. After arranging the plan of attack, I left Fort Pulaski in time to cross

Calibogue sound at high water, and came to anchor off the south end of Hilton Head island, and awaited the arrival of the army gunboat and transports, which were of lighter draught, and men to join me at 11.30 p. m. Unfortunately the Mayflower grounded on the flats, and as it was found impossible to get her off before daylight, I informed Colonel Barton that I could furnish him with all the necessary protection, and that we had better proceed with the expedition. I also ordered the captain of the Mayflower, as soon as his vessel floated, to join me at Bluffton. The steamer Island City, and transport Cossack, having on board about 1,000 volunteers, (this ship leading them,) got under way for the point of attack.

On account of being detained by the Mayflower, it was long after daylight before we reached the point where the troops were to disembark, which was about three miles this side of Bluffton; meeting with no opposition at that point, the troops were landed in safety, and both them and ourselves advanced to the attack, the Mayflower having joined us in the mean time. I anchored from half to three-quarters of a mile from the town, bringing our batteries to bear upon it.

The land forces having, without opposition, occupied the town, I moved up with this vessel and the transports for the purpose of being better able to cover their movements, as well as to be ready to re-embark the troops in case of necessity, as the enemy had mustered quite a large force, in the rear of the town, of infantry and cavalry. Soon after we had anchored abreast of the town, and but a few yards from it, sharp firing was heard in the rear between the rebels and our forces. The commanding officer of the land forces made signal that he wished us to shell the woods in their rear, as the rebels were mustering in quite a strong force. I immediately opened with all my guns, firing both shell and shrapnell with 5-second fuzes, which compelled the enemy to fall back. In the mean time the town was fired in several places, by order of the commander of the land forces, the church being the only building spared.

The enemy, under cover of the fire and smoke of the burning town, which was so dense and hot as to cause us to move our position a little, and almost obscured immediate objects attempted another attack on our forces. They were met by steady volleys from our troops and the enfilading fire of our heavy guns, and were obliged to retire in disorder.

As we had succeeded in carrying out the object of our expedition by destroying the town and breaking up this nest of marauders, the troops were ordered to re-embark, I having previously ordered the Mayflower and Island City to run alongside a wharf which made out near where the fighting was going on, as by that means the troops could be embarked very quickly.

The enemy, seeing that all the troops were leaving, collected all their troops for the third and last charge upon the rear guard, who were left on shore to cover the re-embarkation of their comrades. The enemy advanced down the street leading to the wharf, through the town, expecting, no doubt, to sweep off in the general rush the few who were covering the re-embarkation.

As they were in considerable force by that time, they charged with cheers to within a short distance of the steamers, when, from their repeated volleys, we got their position, * * * when we opened with shrapnell and shell in the direction of the enemy, and the effect was instantaneous, as I have since been assured by the commander of the land forces that our shrapnell and shell passed directly over the heads of our own men, exploding in front of the ranks of the enemy, causing them to break and retreat in disorder. The guns of the Mayflower, which was at that time lying at the wharf and commanding the streets, were served with great effect.

It affords me the greatest pleasure to state that the rapidity and precision of our fire was commended in the highest terms by the commander and other officers of the land forces, who, witnessing the effect of our fire, were, of course, the best judges of it. In conclusion, I beg leave to state that the expedition was a complete success, which I consider owing to the hearty co-operation of both

branches of the service. The land forces were ably commanded by Colonel Barton, of the New York volunteers, who evinced marked ability in manœuvring his men.

I cannot speak in too high terms of the conduct of the officers and crew of this ship. The rapidity with which the guns were worked, as well as the good judgment displayed in aiming them, reflects great credit upon the officers and men of the different divisions. Expended during the action 143 rounds as follows, viz: 100-pounder Parrott, 18 long shell; 9-inch Dahlgren shell gun, 16 10″, 10 15″, 1 20″ fuze shells; from both howitzers 19 shell, 68 shrapnell, 10 canister; from 50-pounder Dahlgren rifle, one shell. The shell and shrapnell, without an exception, exploded at the proper time.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant Commander, U. S. N.

Rear-Admiral S. F. DuPont,
Commanding S. A. B. Squadron, U. S. N.

CAPTURE OF REBEL IRON-CLAD STEAMER ATLANTA.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, June 17, 1863.

SIR: Having reason to believe that the Atlanta and other rebel iron-clads at Savannah were about attempting to enter Warsaw sound by Wilmington river for the purpose of attacking the blockading vessels there and in the sounds further south, I despatched some days ago the Weehawken, Captain John Rodgers, from this port, and the Nahant, Commander J. Downes, from North Edisto to Warsaw, where the Cimmerone, Commander Drake, was maintaining the inside blockade.

I have the satisfaction to report to the department that this morning the Atlanta came down by Wilmington river into Warsaw sound, and was captured. This information has just been received in a telegram from Fort Pulaski, sent by Captain John Rodgers.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, June 17, 1863.

SIR: I have the honor to inform the department that since mailing my despatch (No. 316) I have received further details of the capture of the Atlanta, sent through the kindness of Colonel Barton by telegraph from Fort Pulaski.

The Atlanta, Captain William Webb, came down this morning, *via* Wilmington river, to attack our vessels in Warsaw, accompanied by two wooden steamers, filled, it is said, with persons as spectators. The Weehawken, Captain John Rodgers, at once engaged her, firing in all five shots, three of which took effect, penetrating her armor and killing or wounding the crews of two guns. Two or three of the pilots were also badly wounded, and the pilot-house broken up, whereupon the vessel grounded, and immediately after surrendered. The

Weehawken was not hit. The armament of the Atlanta was two seven-inch and two six-inch guns. She is but slightly injured.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The officers and crew of the Atlanta numbered one hundred and sixty-five persons.

S. F. D.

FLAG-SHIP WABASH,
Port Royal, South Carolina, June 19, 1863.

SIR: I have the honor to forward herewith, marked No. 1, the interesting report of Captain John Rodgers, of the Weehawken, of the capture, on the 17th instant, of the confederate iron-clad steamer Atlanta, better known as the Fingal, as well as the report of Commodore Rodgers, and the report of Commander Downes, of the Nahant, who participated in the capture, marked No. 2.

The Fingal, in a dense fog, ran the blockade of Savannah a few days after the Port Royal forts were taken, in November, 1861. She has been closely watched ever since, and, as in the case of the Nashville, the long and ceaseless vigilance of my officers has been rewarded. The Atlanta is now in Port Royal under the American flag, having, unaided, steamed into this harbor from Warsaw.

The department will notice in this event how well Captain Rodgers has sustained his distinguished reputation, and added to the list of the brilliant services which he has rendered to his country during the rebellion. It will be my duty to recapitulate those services which have taken place during his connexion with my command in another communication.

Commander Downes, with his usual gallantry, moved as rapidly as possible towards the enemy, reserving his fire until he could get into close action, but lost the opportunity, from the brief nature of the engagement, of using his battery

I have been told that the confederate government considered the Atlanta as the most efficient of their iron-clads.

The officers and crew of the Atlanta, with the exception of the wounded and one of the surgeons, have been transferred to the United States steamer James Adger, to be conveyed to Fortress Monroe. A list is herewith enclosed, marked No. 3.

I cannot close this despatch without calling the attention of the department to the coolness and gallantry of Acting Master Benjamin W. Loring, especially recommended by Captain Rodgers. I trust that the department will consider his services as worthy of consideration.

I forward herewith, marked Nos. 4, 5, and 6, the list of the officers and crews of the Weehawken, Nahant, and Cimmerone.

Very respectfully,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain John Rodgers, commanding United States steamer Weehawken.

UNITED STATES STEAMER WEEHAWKEN,
Warsaw Sound, Georgia, June 17, 1863.

SIR: I have the honor to report that this morning at 4.10 an iron-clad vessel was discovered coming down at the mouth of Wilmington river; also two other steamers, one a side-wheel and the other a propeller.

Beat to quarters and commenced clearing the ship for action. At 4.20 shipped the cable and steamed slowly down towards the northeast end of Warsaw island. At 4.30 turned and stood up the sound, heading for the iron-clad, which at this time was discovered to have the rebel flag flying. The Nahant, having no pilot, followed in our wake. At 4.55 the enemy, being about one and a half mile distant, fired a rifle shot, which passed across our stern and struck near the Nahant. At this time the enemy was lying across the channel waiting our attack. At 5.15, being distant from him about 300 yards, we commenced firing.

At 5.30 the enemy hauled down his colors and hoisted the "white flag;" we having fired five shot, steamed near the iron-clad, and ordered a boat to be sent alongside. At 5.45 Lieutenant Alexander came on board to surrender the confederate iron-clad Atlanta. He reported the vessel aground on the sand spit that makes to the southeast from Cabbage island. Shortly afterwards Captain W. A. Webb came on board and delivered up his sword. Sent a prize crew to take charge of the vessel, under the command of Lieutenant Commander D. B. Harmony, of the Nahant; sent also Lieutenant Commander J. J. Cornwell, of this vessel, and Acting First Assistant Engineer J. G. Young to take charge of the engine.

About this time the Nahant came in collision with this vessel, striking her eighteen inches from the end of forward overhang, starting apart the armor at the stern two inches on the top, tapering to three-quarters of an inch at water-line, extending down as far as can be seen, and detaching the armor from the sides three-quarters of an inch, a distance of six feet, tapering to nothing at seven feet from the stern. The deck plating on the forward end of overhand is curved up twenty-two inches in length, the wood beneath being somewhat crushed.

On examination it was found that the enemy had been struck four times—first on the inclined side by a 15-inch cored shot, which, although fired at an angle of 50 degrees with her keel, broke in the armor and wood backing, strewing the deck with splinters, prostrating about 40 men by the concussion, and wounding several by broken pieces of armor and splinters. One man has since died.

The second shot, 11-inch solid, struck the edge of overhang, (knuckle,) doing no damage except breaking a plate or two.

The third shot, 15-inch cored, struck the top of the pilot-house, knocking it off, wounding two pilots, and stunning the men at the wheel. The fourth shot, supposed to be the 11-inch, struck a port stopper in the centre, breaking it in two and shattering it very much, driving many fragments in through the port.

At 8.30 the engine of the Atlanta was reversed by Engineer J. G. Young, and the vessel backed off into deep water, where she was brought to an anchor.

The wounded, 16 in number, were removed to the steamer Island City, which had been kindly brought over from Fort Pulaski by Colonel Barton, United States army.

The officers of the vessel were sent to the tug Oleander, and a portion of the crew to the United States steamer Cimmerone for transportation to Port Royal.

The Atlanta was found to have mounted two 6-inch and two 7-inch rifles; the 6-inch in broadside, the 7-inch working on a pivot, either as broadside or

bow and stern guns. There is a large supply of ammunition for these guns, and other stores said to be of great value by some of the officers of the vessel.

There were on board at the time of the capture, as per muster-roll, 21 officers and 124 men, including 28 marines.

The captured confederate officers told me that they thought we should find the speed of the Atlanta reach ten knots. They believe her the strongest iron-clad in the confederacy, and confidently anticipated taking both the Nahant and the Weehawken.

The behavior of the officers and crew was admirable.

Lieutenant Commander J. J. Cornwell did his duty zealously and efficiently. Acting Master Benj. W. Loring, whom I recommended for promotion for gallant behavior under the fire of Fort Darling, served the guns admirably, as the result shows. His energy and coolness were everything which could be wished. Executive officer, Lieutenant Commander J. J. Cornwell, informs me that on the berth deck the powder and shell divisions, under Acting Master C. C. Kingsbury, wore the aspect of exercise so completely, that no one would have thought the vessel was in action.

The engine, under the direction of Acting First Assistant Engineer James G. Young, always in beautiful order, was well worked. Mr. Young has, I hope, by his participation in this action, won the promotion for which, on account of his skill and valuable services, I have already recommended him.

In a word, every man in the vessel did his duty.

I have the honor to be, your obedient servant,

JOHN RODGERS, *Captain.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

The following is a list of officers of the late confederate iron-clad steamer Atlanta:

*William A. Webb, commander; *J. W. Alexander, 1st lieutenant; *Alfonse Barbot, 2d lieutenant; G. H. Arleage, 3d lieutenant; P. L. Wrag, master; *A. L. Freeman, surgeon; L. L. Gibbs, assistant surgeon; J. Macon, paymaster; *G. H. Johnson, 1st assistant engineer; W. F. Worrell, 2d assistant engineer; L. G. King, 3d assistant engineer; J. S. West, midshipman; R. J. Peters, midshipman; Wm. McBlair, master's mate; T. B. Travers, gunner; R. J. Thurston, 1st lieutenant marines; G. W. Casey, paymaster's clerk.

* Late of the United States navy.

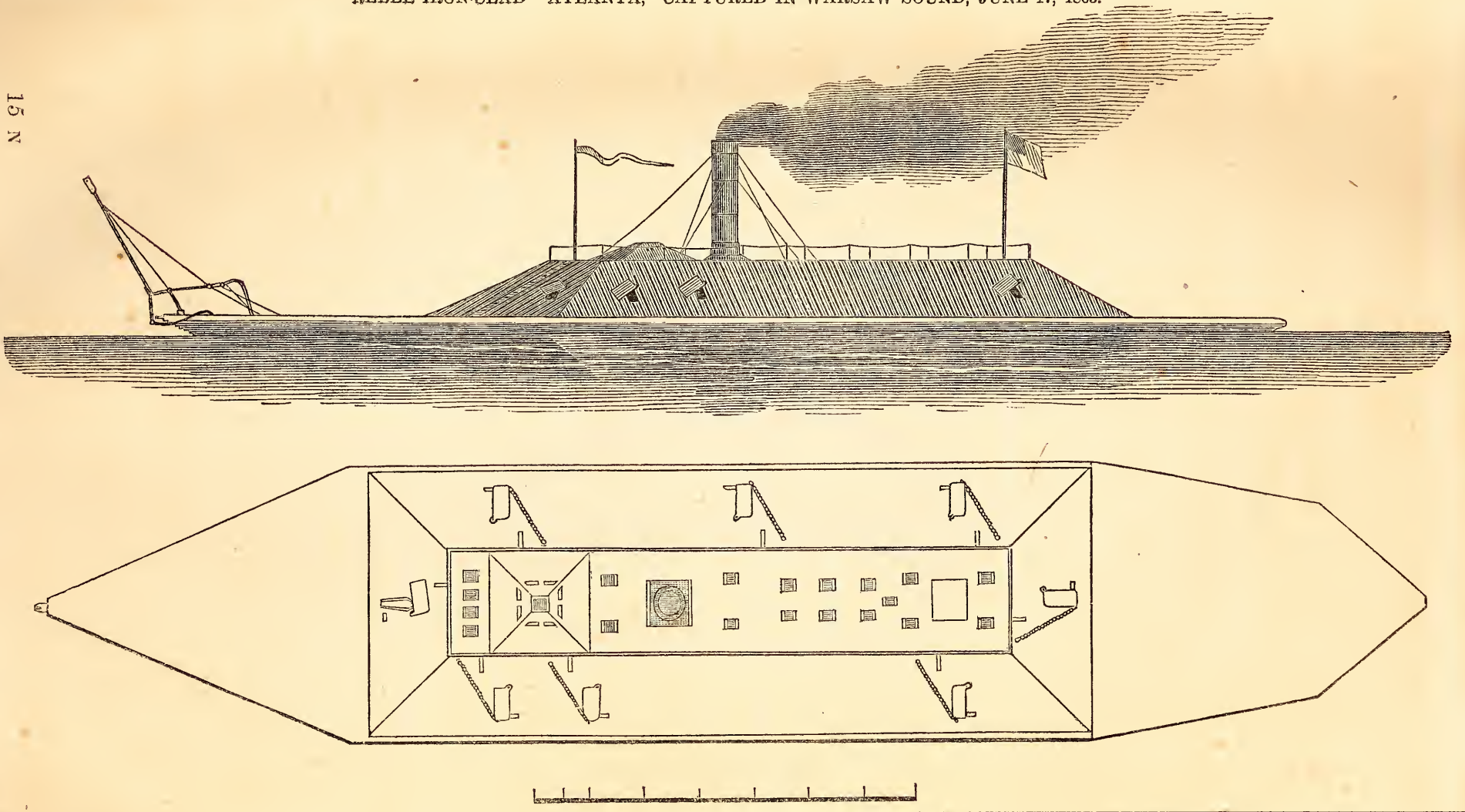
Report of Commander John Downes, commanding United States steamer Nahant.

UNITED STATES IRON-CLAD STEAMER NAHANT,
Warsaw Sound, June 18, 1863.

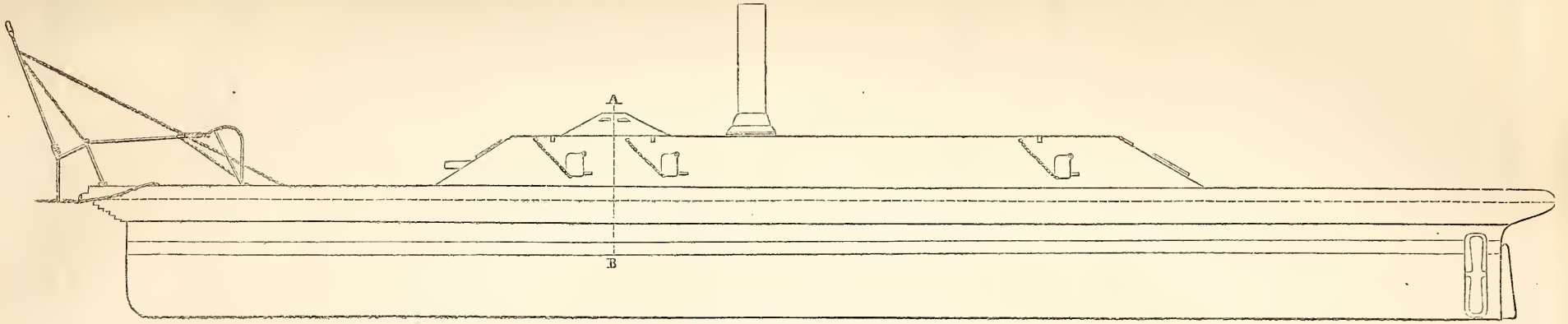
SIR: I have the honor to submit the following statement of the participation of this vessel in the capture of the rebel iron-clad steamer Atlanta, captured by the Weehawken and Nahant yesterday morning in these waters.

The Atlanta was first discovered at early dawn about three miles distant, standing towards us, coming out from the Wilmington river, and rapidly approaching. At first she was mistaken for our usual visitor, a steamer that had reconnoitred us daily about this hour, but a few moments sufficed to show us the true character of the vessel, and we instantly commenced weighing anchor and clearing ship for action. The Weehawken slipping her cable, passed us, standing out seaward, at about 4.45 a. m., clearing ship for action, and in a few moments, our anchor being weighed, we followed in her wake. At this time the

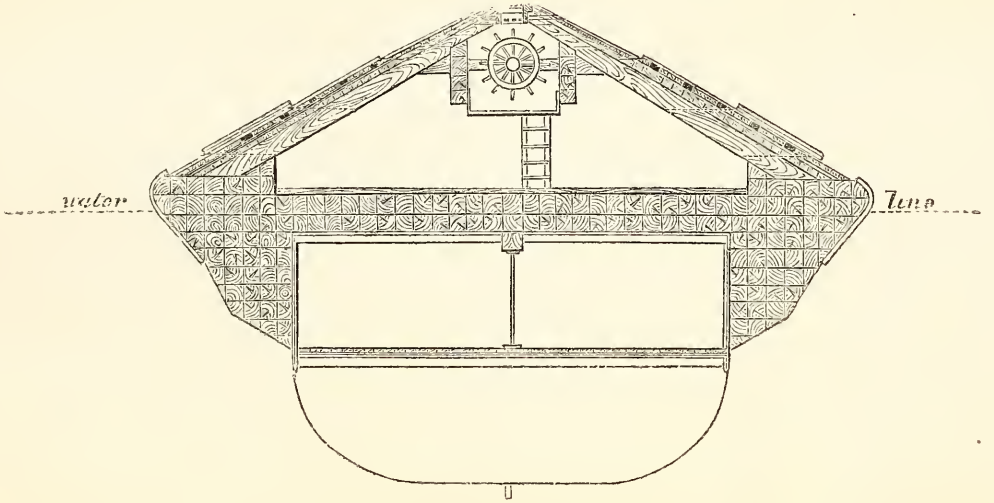
REBEL IRON-CLAD "ATLANTA," CAPTURED IN WARSAW SOUND, JUNE 17, 1863.



REBEL IRON-CLAD "ATLANTA," CAPTURED IN WARSAW SOUND, JUNE 17, 1863.



Side Elevation.



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Atlanta fired the first shot, which passed close to our pilot-house. The Weehawken having at this time turned, was approaching the enemy, who continued, however, to direct his fire upon us, though without effect. At 5 a. m. the Weehawken closed with the enemy and opened fire on him with accuracy; this vessel approaching at the time with the intention of running him aboard before delivering fire, but at the fourth fire of the Weehawken the enemy struck and hoisted the white flag, the firing ceasing after one more shot from the Weehawken, this vessel not having had the satisfaction of expending one shot in reply to the enemy's fire, which had been directed exclusively at her.

Lieutenant Commander Harmony proceeded on board the prize at 5.30, taking possession and hoisting the American ensign.

During the action two of the enemy's armed steamers were in sight up the river, crowded with people, apparently observing the progress of events, who steamed off up the river when the result was attained.

The behavior of the officers and men was, as usual, everything that could be desired. Acting Ensign Clark, though quite sick and under doctor's charge, proceeded to his station at the first call, and remained there until the affair was decided.

I am, respectfully, your obedient servant,

JOHN DOWNES, *Commander.*

Captain JOHN RODGERS,
Senior Officer present, United States Steamer Weehawken.

Report of survey upon the hull, armor, &c., of the Atlanta.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., June 25, 1863.

SIR: The department has been informed in previous despatches of the capture of the confederate iron-clad steamer Atlanta.

On the 20th instant I ordered a strict and careful survey to be made of her hull, armor, machinery, armament, &c., (enclosed, marked No. 1,) and I herewith submit the report made in pursuance thereof, (marked No. 2,) as well as a drawing made of the vessel by Second Assistant Engineer P. R. Voorhees, of this ship, and a pencil sketch by Mr. Xanthus Smith, Commander Corbin's clerk.

I also forward herewith a survey upon the paymaster's stores of the prize, (marked No. 3,) part of which, as the department will perceive, are reported as of good quality and fit for use in the storekeeper's department of the squadron; the rest of the stores are not considered suitable for that purpose, and it is recommended that they be sold. May I ask the department to give special directions whether they may be disposed of here, if practicable, or whether they should be sent north. I will forward, by the next mail, the report showing in detail the quantity and character of the ammunition found on board.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., June 20, 1863.

GENTLEMEN: You will please make a strict and careful survey on the late confederate iron-clad steamer Atlanta, describing her hull, armor, machinery, armament, ammunition, the injuries to the vessel by the shot from the Wehawken,

the repairs necessary to be made, and the general internal arrangement of the vessel for light and ventilation. You will report in duplicate.

Respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Captain WM. R. TAYLOR, Commander C. R. P. RODGERS, Chief Engineer ROBT. DANBY, Lieutenant A. S. MACKENZIE.

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UNITED STATES SHIP WABASH,
Port Royal Harbor, June 22, 1863.

SIR: In obedience to your order dated 20th instant, we have held a strict and careful survey on the late confederate iron-clad steamer Atlanta, and have the honor to submit the following report:

1st. We find that this vessel was originally an iron merchant steamer, called the Fingal. She has been cut down, so as to leave the deck about two feet above the water with her present draught. A casemate rises from this deck, sufficiently large to accommodate four guns, the sides and ends of which are inclined at an angle of about 29° with the horizon. The top is flat, and the roof of the pilot-house extends over it, pyramidally, to a height of about three feet. The deck overlaps the original iron hull six feet on each side, tapering towards the ends of the vessel, and projecting beyond them. The sides are protected by timber, running from a point several feet below the water-line to the edge of the deck, forming a heavy, solid overway of wood and armor.

The armor, four inches in thickness, is composed of two layers of 2-inch rolled iron plates, seven inches wide, the inner of which runs horizontally, and the outer vertically. They are secured to a backing of oak, three inches thick, and of pine fifteen inches thick, by bolts one inch and a quarter in diameter, countersunk on the outside of the armor, and drawn up on the inside of the vessel by nuts and washers. Wherever the bolts pass through, a space is left between the horizontal plates, which is filled in with oak plank, to avoid the expense and trouble of drilling through more than one layer, as we suppose.

The bow terminates in an iron beak or ram, which forms a part of the stem. A wooden pole connected with an iron lever, capable of being lowered below the water and raised again at pleasure, projects beyond the ram, and carries at its end a percussion torpedo.

There are three port-holes on each side, and one at each end. The bow and stern guns are pivoted so as to work at the end or at either of the nearest broadside port-holes. The broadside guns are not opposite to each other. Each port-hole is defended by an iron shutter made in the same manner as the armor of the vessel, except that the two layers of plates are strongly riveted together. The shutters are hung upon a pivot in one of the upper corners, and may be raised by a chain from one of the lower corners, passing through the side, and attached to a tackle on the inside of the vessel. When the tackle is let go, the shutter will fall into its place by its own weight, and close the port-hole.

The dimensions are as follows:

Extreme length, 204 feet; extreme breadth, 41 feet; draught of water, 15 feet 9 inches.

The battery deck is of great strength. It appears to be of solid timbers seventeen inches thick, resting on beams ten inches thick.

2. The machinery consists of two cylinders, thirty-nine inches in diameter and thirty inches stroke. The engines are vertical and direct acting, with a

surface condenser. There is one "flue tubular boiler," having four furnaces—two at each end of the boiler. There are also one auxiliary boiler, three steam pumps, a blowing engine, and pans. The engines were built by James and George Thomas, of Glasgow, in 1861.

3. The armament is composed of two VII-inch and two VI $\frac{4}{10}$-inch rifled guns of the Brookes pattern, and they all bear the marks of the Tredegar foundery.

The rifling consists of seven grooves, each of which is formed by a curved cut, starting from the bore, running below it to a depth of about ten inches, and then returning to the bore upon an increased curve. The next groove commences where the last terminates.

The following are some of the principal dimensions:

		VII-inch.	VI 4-10-inch.
Extreme length	inches..	147.00	142.00
Length from base ring to muzzle	inches..	124.25	121.00
Length from base ring to end of cascabel	inches..	22.75	21.00
Diameter of cylinder	inches..	31.30	24.65
at rimbases	inches..	31.40	24.75
at muzzle	inches..	14.15	10.79
Thickness of wrought-iron sleeve	inches..	2.00	2.00
Length of wrought-iron sleeve	inches..	30.25	30.00
Weight of wrought-iron sleeve	pounds..	15,300	9,200

The chambers of the guns are conical. The guns are not turned; their exteriors are in the same condition in which they left the mould. There is no chipping about the rimbases; but the metal runs from their faces, in a curve, to the proper diameter on the vertical plane between them.

The elevating screws are similar to those in use on board our own ships. The breech sights are described in the ordnance service as of the Brookes pattern. The bar slides through the boxes, with an angle in front; the graduation is in yards on one side, and in degrees on the other.

The locks correspond nearly with those in use on the modern navy guns.

The VII-inch guns are mounted on pivot carriages resembling our own very nearly. They traverse on iron circles.

The VI $\frac{4}{10}$-inch guns are mounted on Marsilly carriages, differing in some trifling particulars from our own standard. The port-holes are so small as to admit of very slight lateral training, and of an elevation not to exceed from 5° to 7°.

4. Owing to the extreme heat and foul air prevailing in the ship, but a slight examination could be made of the ammunition. It will be necessary to remove it before it can be safely overhauled. It is estimated, however, that the quantity will not vary far from 125 to 150 rounds.

The powder is stowed in wooden tanks, and consists of 8, 10, 12, 14 and 16 pound charges. There are two magazines—one forward, and the other abaft.

We find on board various classes of projectiles for the guns: solid shot, shells with percussion and time fuzes, shells marked Robbins's fluid shells for VII-inch rifles, and a quantity of grape and canister for the VI $\frac{4}{10}$-inch rifles. The following are the weights and lengths of the shot and shell:

Kinds of projectiles.	VII-inch.		VI $\frac{4}{10}$-inch.	
	Length.	Weight.	Length.	Weight.
	Inches.	*Lbs.*	*Inches.*	*Lbs.*
Shells	16	100	13$\frac{1}{2}$	68
Wrought shot, long	15$\frac{1}{4}$	133	12	94
Wrought shot, short	12	114	.....	.....
Cast shot	14	123	10$\frac{1}{2}$	76

The shot, shells and small-arm ammunition are so scattered about the vessel, and some of those articles are in such insecure places, that no exact report, or even satisfactory examination of them, can be made until they are collected and classified.

The same remark applies equally to small-arms, locks, sights, gun-implements, &c., &c., which are scattered promiscuously about the vessel.

5. For the reason assigned in the preceding section of this report, we would respectfully recommend that the ship be thoroughly broken out, and all stores in every department be collected where they can be examined, and an accurate account be taken of them. At present any report upon them must, necessarily, be very imperfect and unsatisfactory.

6. The ship requires thorough cleansing; at present she is in great disorder. It is impossible that any one could remain below the battery deck for any length of time without serious inconvenience, if not danger, on account of the foul air prevailing there. The officers' apartments, as well as the berth deck, are very imperfectly ventilated, rendering them almost uninhabitable in hot weather; the heat upon the latter is almost insupportable, owing to the galley being placed there. Before employing this vessel in our own service, we would strongly recommend that measures be taken to provide light and air below.

7. The machinery, generally, is in good condition, and requires but slight repairs to fit it for service. There are marks of four shot upon the hull. One XV-inch struck the side of the casemate on a line with the port-holes; it broke the armor completely through, although its course was somewhat oblique. The wooden backing was much splintered, and several bolts were drawn from their places. It has left a large hole entirely through the armor and backing, though the shot itself did not pass through.

Another shot struck the midship port shutter on the starboard side, breaking both layers of plates, and indenting the armor beneath. The course of this shot was more oblique than that of the former.

A third shot struck the top of the pilot-house, broke the heavy iron casting that formed it, and displaced several plates below it, breaking and indenting them. A fourth shot struck the edge of the overway about amidships on the starboard side; it broke and displaced several plates, but did not penetrate them. The direction of this shot was very oblique.

The smoke-stack has a hole through it, caused by a splinter from the port shutter.

All necessary repairs to the hull can be made in a few days, with but trifling expense.

8. One feature in this vessel is particularly noticeable, and that is the roughness of all the work about her. No expense has been incurred for finish or ornament. The comfort of the crew, and its sanitary condition, appear to have been totally disregarded. Efficiency in battle seems to have been the sole point aimed at.

9. The armor appears to have been made of English railroad iron, rolled

nto its present shape; in some of the fractures it has broken off almost as short as if it had been cast iron. The pine backing, it is probable, does not possess the best qualities for resistance, being very brittle, and, in consequence, dangerous to those inside of the casemates.

10. As chronometers and other nautical instruments were found on board, there is reason to suppose that this vessel was intended for sea purpose.

11. Drawings accompany this report, which will show the general appearance of the ship, and some of her arrangements.

We are, sir, very respectfully, your obedient servants,

WM. ROGERS TAYLOR, *Captain, U. S. Navy.*
C. R. P. RODGERS, *Commander.*
ROBERT DANBY, *Fleet Engineer, U. S. Navy.*
A. J. MACKENZIE, *Lieutenant, U. S. Navy.*

Rear-Admiral S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

NOTE.—The backing of the armor is composed of three layers of wood. The outer one, of oak, runs vertically; the next, of pine, runs horizontally; and the third, also of pine, runs vertically.

Survey on clothing and small-stores on board the Atlanta.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, June 19, 1863.

GENTLEMEN: You will please to hold a strict and careful survey on the provisions, clothing, and small-stores on board the prize rebel iron-clad Atlanta, ascertain their quantity, appraise their value, and report the proper disposition to be made of them, reporting in triplicate.

Respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Paymaster FRANK C. COSBY,
United States Steamer Vermont.
Paymaster R. J. RICHARDSON,
United States Steamer Wabash.
Acting Assistant Paymaster J. S. ISAACS,
United States Steamer Vermont.

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UNITED STATES SHIP VERMONT,
Port Royal, South Carolina, June 23, 1863.

SIR: In obedience to your order of the 19th instant, hereunto appended, we have held a strict and careful survey upon the paymaster's stores of the prize rebel iron-clad steamer Atlanta, and beg leave to make the following report, viz:

PROVISIONS.

26 barrels bread, 2,217 pounds, at 4.68 cents	$103 76
1 barrel flour, 196 pounds	8 70
3 barrels rice, 586 pounds, at 8.56 cents	50 16
1 keg dried apples, 104 pounds, at 8 cents	8 32
Part keg dried apples, 10 pounds, at 8 cents	80

Part chest peas, 25 pounds, at 77 cents	$19 25
2 barrels vinegar, about 50 gallons, at 12.19 cents	6 09
Part barrel vinegar, about 10 gallons, at 12.19 cents	1 22

Which we find to be of good quality, and recommend to be turned into the storekeeper's department of this squadron for issue. Also—

12 barrels pork, value $15	$180 00
14 barrels beef, value $14	196 00
1 barrel hams, 218 pounds, value 10 cents	21 80
3 barrels bacon, 515 pounds, value 7 cents	36 05
2 barrels flour, value $5	10 00
6 barrels peas, 147 gallons, value 12½ cents	18 37

Which are of medium quality, and are recommended to be sold for the benefit of the captors of the Atlanta.

CLOTHING.

28 blue cloth round jackets, value $3	$84 00
3 white duck overshirts, value 90 cents	2 70
154 white cotton undershirts, value 50 cents	77 00
147 pairs cotton drawers, value 50 cents	73 50
28 pairs mixed cotton trowsers, value 50 cents	14 00
10 white blankets, value $1 75	17 50
15 seamless woollen caps, value 90 cents	13 50

SMALL-STORES.

7 jack-knives, value 10 cents	70
25 tin pots, value 3 cents	75
17 tin pans, value 4 cents	68

CONTINGENT.

8 boxes candles, 400 pounds, value 16 cents	64 00

All of which we recommend to be sold for the benefit of the captors, the articles not being of the kind or quality to issue in the navy.

Very respectfully, your obedient servants,

FRANK C. COSBY, *Paymaster.*
R. J. RICHARDSON, *Paymaster.*
JOHN S. ISAACS, *Acting Assistant Paymaster.*

Rear-Admiral S. F. DuPont,
United States Navy, Flag-Ship Wabash.

Appraisal of value of the Atlanta and her equipments, and inventory of ordnance and ordnance stores.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, July 2, 1863.

SIR: I forward herewith (marked No. 1) the report of a board of survey appointed to appraise the value of the hull, machinery, ordnance, ordnance stores, provisions and small-stores, and equipments, of the prize iron-clad steamer

Atlanta. The whole valuation amounts to three hundred and fifty thousand eight hundred and twenty-nine dollars and twenty-six cents, ($350,829 26.)

I also forward herewith an inventory of the ordnance and ordnance stores, (marked No. 2,) the survey on the provisions and small-stores, (marked No. 3,) and the survey on equipments and stores in the master's, boatswain's, sail-maker's, and carpenter's departments, (marked No. 4.)

I have also forwarded by this mail, to the department, the flags of the Atlanta, the muster-roll of that vessel and the Georgia, and the log-book of the Atlanta.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP HOUSATONIC,
Port Royal Harbor, July 1, 1863.

SIR: In obedience to your order of the 29th ultimo, we have made "a careful and accurate appraisement of the value of the captured confederate iron-clad steamer Atlanta, including therein her hull, machinery, ordnance, ordnance stores, provisions and small-stores, and equipments," all of which we present below, under those heads respectively:

Hull	$250,000 00
Machinery	80,000 00
Ordnance, ordnance stores, &c	14,022 91
Medical stores	20 00
Provisions, clothing, and small-stores	1,012 85
Equipments and stores in the master's, boatswain's, sailmaker's, and carpenter's departments	5,773 50
Total valuation	350,829 26

We are, sir, very respectfully, your obedient servants,

WILLIAM ROGERS TAYLOR, *Captain.*
ROBERT DANBY, *Fleet Engineer.*
A. S. MACKENZIE, *Lieut. and Executive Officer.*
CHARLES BOARDMAN, *Carpenter, U. S. N.*

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron, Port Royal, S. C.

UNITED STATES SHIP HOUSATONIC,
Port Royal Harbor, June 30, 1863.

SIR: In obedience to your order of the 29th instant, we have made a careful and accurate inventory of the ordnance and ordnance stores on board the captured confederate iron-clad steamer Atlanta, and have the honor to submit the following report:

Two 7-inch pivot guns, weighing 15,305 and 15,162 pounds; two $6\frac{4}{10}$-inch broadside guns, weighing 9,110 pounds each.

The above are rifled guns of the Brookes pattern.

Two pivot carriages and slides for 7-inch guns, complete, including ten slide and carriage levers; four pivot bolts; two elevating screws; four compressors;

two Marsilly carriages for broadside guns, complete, including two elevating screws; sixty-nine 7-inch rifle shot, cast, Tennessee sabot; sixty-four 7-inch rifle shot, wrought, hollow bottom; fifty-three $6\frac{4}{10}$ rifle shot, cast, Tennessee sabot; twenty-five $6\frac{4}{10}$-inch rifle shot, wrought, hollow bottom; ninety 7-inch percussion shell, loaded and fuzed, Tennessee sabot; seventeen 7-inch percussion shell, loaded, not fuzed, Tennessee sabot; seventeen 7-inch Robbins's fluid shell, percussion, Tennessee sabot; nine $6\frac{4}{10}$-inch Robbins's fluid shell, 5″ time fuze, Tennessee sabot; ten $6\frac{4}{10}$-inch Robbins's fluid shell, 10″ time fuze, Tennessee sabot; three $6\frac{4}{10}$-inch Robbins's fluid shell, 15″ time fuze, Tennessee sabot; fifty-five $6\frac{4}{10}$-inch percussion shell, loaded and fuzed, Tennessee sabot; eighteen $6\frac{4}{10}$-inch shell, loaded, 5″ time fuze, lead sabot; eighteen $6\frac{4}{10}$-inch shell, loaded, 10″ time fuze, lead sabot; one 7-inch Robbins's fluid shell, 10″ time fuze, Tennessee sabot; three 7-inch shell. empty, Tennessee sabot.

The greater part of the above shells are in boxes.

Seventeen $6\frac{4}{10}$-inch grape-shot; seventeen $6\frac{4}{10}$-inch canister.

112	charges for	7-inch	guns,	12	pounds each	1,344	pounds.
77	"	"	"	14	"	1,078	"
54	"	"	"	16	"	864	"
87	"	$6\frac{4}{10}$	"	8	"	696	"
46	"	"	"	10	"	460	"
116	"	"	"	12	"	1,392	"
Loose cannon powder						150	"
Powder in good condition						5,984	"

Ten charges for 7-inch guns, 12 pounds each, (damaged,) 120 pounds; one hundred and twelve cartridge bags for 7-inch charges, 12 pounds; seventy-seven cartridge bags for 7-inch charges, 14 pounds; sixty-five cartridge bags for 7-inch charges, 16 pounds; eighty-seven cartridge bags for $6\frac{4}{10}$-inch charges, 8 pounds; forty-six cartridge bags for $6\frac{4}{10}$-inch charges, 10 pounds; one hundred and twenty-six cartridge bags for $6\frac{4}{10}$-inch charges, 12 pounds; forty-two wooden powder tanks, 200 pounds; two boring bits; six priming irons; five fuze wrenches; three vent punches; one tent drill; twenty gun tackles, (not serviceable;) two 7-inch truckings; three $6\frac{4}{10}$-inch truckings; six breeching pins; nine passing boxes, (only one serviceable;) one 7-inch ladle; one $6\frac{4}{10}$-inch ladle; two 7-inch gun scrapers; two $6\frac{4}{10}$-inch gun scrapers; one 7-inch worm, with guide rings; one $6\frac{4}{10}$-inch worm, with guide rings; three 7-inch rammers; three $6\frac{4}{10}$-inch rammers; three 7-inch woollen sponges, with Robinson's worm; three $6\frac{4}{10}$-inch woollen sponges, with Robinson's worm; three rubber handspikes; nine ordinary handspikes; twenty boarding pikes; two sponge caps; twenty-three Enfield rifles, calibre .58, (three broken;) eleven United States muskets, calibre .69; thirty Maynard's rifles, breech-loading; eleven sabre bayonets, Enfield; twenty-one sabre bayonets, Sharpe's pattern; twenty-eight sabre bayonet scabbards; thirty-six cap pouches; forty-nine cartridge boxes; twenty-nine waist belts; two arm chests; two cutlasses, old pattern; one cutlass, new pattern; nine cartridge-formers; twenty-six wipers for Maynard's rifles; twenty-nine bullet moulds for revolvers; three bullet moulds for muskets; twenty-five screwdrivers; nineteen screwdrivers and cone keys; five hundred revolver cartridges, (packages broken;) one bag of bullets; one box of bullets for Maynard's rifles, (two hundred;) five padlocks; two fuze wrenches; one hundred and thirty-five friction tubes; thirteen hundred cannon-primers; fifteen metal stock fuzes; seven cannon locks; four cannon locks, strings and taggles; four breech sights and screws, metal; five wooden truck sights; four re-enforce sights and screws, metal; seven vent punches; five worms for sponges; two hundred and fifty-five musket cartridges;

five torpedoes; six torpedo fuzes; four boxes rifle cartridges, (five hundred good;) twenty-one cartridge pouches; one pistol holster; one primer box; twenty-three rockets, (damaged;) one box blue-lights, (damaged.)

Except such articles as are specially noted in the foregoing inventory, these equipments and stores are in good condition, requiring but slight overhauling and repairs to fit them for immediate service.

We are, sir, very respectfully, your obedient servants,

WILLIAM ROGERS TAYLOR, *Captain.*
WILLIAM REYNOLDS, *Commander.*
A. S. MACKENZIE, *Lieutenant, &c., Officer.*

Rear-Admiral S. F. DUPONT,
Commanding S. A. B. Squadron, Port Royal, S. C.

Inventory of stores in carpenter's, sailmaker's, boatswain's, and master's departments.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, June 20, 1863.

GENTLEMEN: You will make a careful inventory of the stores in the carpenter's, sailmaker's, boatswain's, and master's departments of the prize iron-clad steamer Atlanta, and appraise the value of the same.

You will also superintend their transhipment to the storeship Valparaiso.

Respectfully, your obedient servant,

S. F. DUPONT,
Rear-Admiral, Commanding S. A. B. Squadron.

Acting Master A. S. GARDNER.
Acting Ensign JOHN BLITZ.
Sailmaker JOHN JOINS.

UNITED STATES SHIP VALPARAISO,
Port Royal Harbor, South Carolina, June 23, 1863.

SIR: In obedience to your orders of the 20th June, herewith annexed, we have made a careful inventory of the stores in the carpenter's, sailmaker's, boatswain's, and master's departments of the prize iron-clad steamer Atlanta, and respectfully report as follows:

SAILMAKER'S DEPARTMENT.

	Valuation.	
Eighty new hammocks	$100 00	
Four hundred yards old canvas	10 00	
Two old boat sails	3 00	
		$113 00

BOATSWAIN'S DEPARTMENT.

Fifty pounds spun yarn	5 00	
Forty oars	15 00	
Seven boat-hooks	3 00	
Seventy-five fathoms 1-inch manilla	5 00	
Fifty palmetto brooms	10 00	
		38 00

CARPENTER'S DEPARTMENT.

One tool-chest with tools		$10 00

MASTER'S DEPARTMENT.

Three gallons spirits turpentine	$5 00	
One binnacle and compass	5 00	
One broken barometer	2 50	
		12 50
Total appraisal		173 50

Also, a quantity of old blocks, tackle, and rigging, and old iron, worthless.

Very respectfully, your obedient servants,

A. S. GARDNER, *Acting Master.*
JOHN BLITZ, *Acting Ensign.*
JOHN JOINS, *Sailmaker.*

Rear-Admiral S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Congratulatory letter to Captain John Rodgers on the capture of the Atlanta.

NAVY DEPARTMENT, *June* 25, 1863.

SIR: Your despatch of the 17th instant, announcing the capture of the rebel iron-clad steamer Fingal, *alias* Atlanta, has been received.

Although gallantly sustained by Commander John Downes, of the Nahant, the victory, owing to the brevity of the contest, was yours, and it gives me unaffected pleasure to congratulate you upon the result.

Every contest in which the iron-clads have been engaged against iron-clads has been instructive, and affords food for reflection. The lessons to be drawn are momentous.

On the 8th of March, 1862, there were lying at anchor at Hampton roads the first-class steam frigates Roanoke and Minnesota, the sailing frigates Congress and St. Lawrence, the razee Cumberland, and several gunboats. In the presence of this formidable force, representing the highest offensive power of the wooden navy, boldly appeared the rebel iron-clad steamer Merrimack; and, notwithstanding the broadsides poured into her by, and the heroic defence of, the Congress and the Cumberland, these two wooden vessels were easily destroyed, and the fate of the others was only reserved for the morrow. During the night, however, the Monitor, the first vessel of her class, arrived, and on the 9th of March, when the morning mists lifted and showed the Merrimack and her wooden consorts approaching to complete the work of destruction, our defence consisted not in the great ships that were still afloat and their numerous heavy guns, but in a single small iron-clad vessel armed with two guns. History has recorded the courage and skill of Commander John L. Worden, who, disappearing in the smoke of the advancing fleet, dispersed and put to flight their wooden steamers, turned at bay the Merrimack, grappled with that formidable monster, and drove her back into Norfolk, and kept her there until the evacuation of that place led the rebels to destroy their famous iron-clad, rather than encounter and risk her capture by her puny antagonist. The lessons of that contest taught us the inadequacy of wooden vessels and our existing ordnance to meet armored ships. For inland operations the monitor turret was immediately adopted, and the fifteen-inch gun of Rodman, being the only gun of greater weight than the

eleven-inch yet tested, was ordered to be placed in the turrets of the vessels that were constructing. The result of this policy is developed in the action through which you have just passed. In fifteen minutes, and with four shots, you overpowered and captured a formidable steamer, but slightly inferior to the Merrimack—a vessel that, the preceding year, had battled, with not very serious injury to herself, against four frigates, a razee, and for a time with one monitor, armed with eleven-inch guns—thus demonstrating the offensive power of the new and improved monitors armed with guns of fifteen-inch calibre.

Your early connexion with the Mississippi flotilla, and your participation in the projection and construction of the first iron-clads on the western waters—your heroic conduct in the attack on Drury's Bluff—the high moral courage that led you to put to sea in the Weehawken upon the approach of a violent storm, in order to test the sea-going qualities of these new craft, at the time when a safe anchorage was close under your lee—the brave and daring manner in which you, with your associates, pressed the iron-clads under the concentrated fire of the batteries in Charleston harbor, and there tested and proved the endurance and resisting power of these vessels, and your crowning, successful achievement in the capture of the Fingal, *alias* Atlanta, are all proofs of a skill, and courage, and devotion to the country and the cause of the Union, regardless of self, that cannot be permitted to pass unrewarded. To your heroic daring and persistent moral courage, beyond that of any other individual, is the country indebted for the development, under trying and varied circumstances on the ocean, under enormous batteries on land, and in successful rencontre with a formidable floating antagonist of the capabilities and qualities of attack and resistance of the monitor class of vessels and their heavy armament. For these heroic and serviceable acts I have presented your name to the President, requesting him to recommend that Congress give you a vote of thanks in order that you may be advanced to the grade of commodore in the American navy.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN RODGERS, U. S. N.
Commanding United States Steamer Weehawken,
South Atlantic Blockading Squadron, Port Royal, South Carolina.

Congratulatory letter to Rear-Admiral DuPont on the capture of the Atlanta.

NAVY DEPARTMENT, *June* 26, 1863.

SIR: The department has received your several despatches announcing the capture of the rebel iron-clad steamer Fingal, *alias* Atlanta, and enclosing the detailed reports of Captain John Rodgers and Commander John Downes of the affair.

I take occasion to express the department's appreciation of your prompt measures to prepare for the expected appearance of the rebel iron-clads by sending off Savannah two of our own, ably commanded, and congratulate you upon the acquisition of so powerful a vessel, which promises to be of important service on the station.

To your ceaseless vigilance and that of the officers under your command were we indebted, some months since, for the destruction of the notorious steamer Nashville, which the enemy had armed and fruitlessly endeavored to send out to destroy our commerce; and now to your timely measures, and the efficient means provided, do we owe the capture of one of the most powerful iron-clads afloat—a vessel prepared after months of toil and great expenditure

of money, and sent forth with confidence to disperse our blockading fleet and overcome our monitors.

You may well regard this, and we may with pleasure look upon it, as a brilliant termination of a command gallantly commenced, and conducted for nearly two years with industry, energy, and ability.

The department desires you to recommend to it an officer of the south Atlantic blockading squadron to command the Atlanta.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

S. F. DuPont,
Commanding S. A. B. Squadron, Port Royal, S. C.

REAR-ADMIRAL DAHLGREN RELIEVES REAR-ADMIRAL DUPONT.—CO-OPERATION WITH GENERAL GILLMORE.

Flag-Ship Wabash,
Port Royal Harbor, S. C., July 6, 1863.

Sir: I arrived here on the 4th instant, and received the command of the squadron to-day from Rear-Admiral DuPont.

He showed me a letter from Brigadier General Gillmore, stating that he was about to operate against Morris island, and requested naval co-operation.

In view of my expected arrival Admiral DuPont declined to make arrangements, preferring that I should do so.

On a personal conference with General Gillmore he further informed me that the enemy appeared to be aware of his design, and were working on Morris island with great activity to defeat it, in which they would succeed unless speedy action were taken.

There was no time, therefore, to obtain the views of the department on this subject, and it only remained for me to furnish the assistance required.

This I propose to do with the turret iron-clads. The wooden vessels, also, will be used in case the fire of the enemy should not prove too great.

I regret that the Ironsides will be unable to enter, as the chief pilot is of opinion that there will not be sufficient water on the bar for the purpose on that day, nor until the 14th.

Of course the most that is expected from the action of these vessels is to relieve the troops as much as possible, and is to be considered of no other consequence.

If the department has any specific instructions to give upon such subjects, I shall be happy to conform to them.

Respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

OCCUPATION OF MORRIS ISLAND.—OPERATIONS OF THE IRON-CLADS.

Steamer Augusta Dinsmore,
Off Morris Island, July 12, 1863.

Sir: I have already informed you that an agreement existed between General Gillmore and myself to dispossess the enemy of Morris island. The first

measure was taken on Friday, the 10th, when, conformably to said agreement, General Gillmore was to open his batteries on the north end of Folly island against the opposite batteries of the enemy placed on Morris island, and occupying the sandy eminences that form the southern portion of that island for about a mile north of Light-House inlet.

At 4 a. m. the four iron-clads, Catskill, Commander George H. Rodgers; Montauk, Commander D. McN. Fairfax; Nahant, Commander John Downes; and Weehawken, Commander E. R. Colhoun, passed the bar, my flag leading in the Catskill. About this time General Gillmore opened his guns with a rapid and well-sustained fire on the enemy. As soon as sufficiently near, the iron-clads began to fire with shell upon the enemy's batteries, which were replying to General Gillmore, and dispersed their men wherever seen to assemble. About 8 o'clock, being nearly abreast of the northern end of the ridge of sand hills, the batteries of General Gillmore ceased, and our troops were seen making their way upon Morris island. They advanced rapidly and in some force along the beach.

The iron-clads now moved parallel to the low flat ground that extends northward from the sand hills towards Fort Wagner, and as near to it as the depth of the water permitted, rolling shells in every direction over its surface to clear away any bodies of troops that might be gathered there.

Our troops pushed on, and about this time two or three buildings standing apart from each other were seen to be in flames, supposed to be the work of the enemy to unmask the guns of Fort Wagner looking down the beach.

The iron-clads were now laid abreast of Fort Wagner. This is an open sand work about two and three-quarters miles from the southern end of Morris island, lying about one and three-quarters miles north of the sand hills, and commanding the low intervening level.

The number of cannon mounted I am unable to state precisely. There may be ten or a dozen in all, looking seaward and landward.

It was about half past 9 o'clock when the first shot was fired at this work. My wish was to close to short grape range, but the chief pilot could not place the vessels nearer than twelve hundred yards. Our fire was met promptly and vigorously till noon, when the monitors dropped down in order to allow the men an opportunity for dinner, after which our position was reoccupied, and the attack continued till 6 p. m., when I signalled the action to cease, for the men had now been at hard work for fourteen hours, and the weather excessively hot.

The four iron-clads fired five hundred and thirty-four shell and shrapnell during the day, and, so far as I could discern from the Catskill, and learn from others who had a better view from a distance, the practice was excellent.

I was most favorably impressed with the endurance of these iron-clads, and I had a good opportunity of judging, as the Catskill (according to report of Commander Rodgers, herewith enclosed) was struck sixty times, a large percentage of the hits being very severe. The pilot-house, turret, side armor, and decks were all more or less damaged. Some of the shots were large; one found on deck, where it fell after striking the turret, proved to be a 10-inch. When these heavy shot struck, the concussion was very great. An officer (Acting Master Simmons) touching the turret at such a time was knocked down senseless and much injured. The iron of the pilot-house was broken through entirely, and a nut from one of the bolts driven against the lining so as to break it through. The deck-plates are also cut through in many places, so as to make the entrance of water troublesome.

The test was most severe, as any one would admit who will look at the vessel. Yet after firing one hundred and twenty-eight rounds she came out of action in good working order, as was proven by her going into action next day.

The enemy seemed to have made a mark of the Catskill. The Nahant was

hit six times, the Montauk twice; the Weehawken escaped untouched. The next morning I received a note in pencil from General Gillmore, stating that he had made an assault at early daybreak on Fort Wagner, and had been repulsed. He learned that re-enforcements were expected at 10 a. m., and asked for some action to prevent it. The four monitors were again moved to position near Fort Wagner, and scoured the ground in that vicinity.

The acquisition of to-day may not convey an impression of importance, and yet the foothold on Morris island must lead to the fall of Sumter; and the possession of the main ship channel cuts off the best of the three entrances, and, by that much, lessens the chances of passing the blockade.

It is proper for me to add that my staff, and the commanding and other officers and crews of the iron-clads did their duties handsomely.

I have not yet heard from Commander Balch, who was directed to proceed up the Stono, in convoy of a column of troops, but believe that all went right. Lieutenant Mackenzie, of the Wabash, had charge of the boats that landed an assaulting column on Morris island, and did it well.

The Wabash is now here, and I shall endeavor to organize one or two battalions of marines and sailors for future operations.

May I ask to have the Passaic sent down, and a new pinion expedited for the Patapsco, which is almost useless without it. The tugs, such as Pusey, are exceedingly convenient for communication, and I would request three or four more of that class.

It would be advisable that General Gillmore, under whose direction the land operations have been so ably conducted, should be strengthened, for the enemy will make efforts to repossess himself of Morris island.

General Gillmore has been with me this morning, and we shall soon complete arrangements for pushing on. He does not consider it well to make another assault.

I forward enclosed (marked No. 1) a copy of my general order No. 1, issued this morning.

The department will please make allowance for the hasty character of this communication, as I only took command on Monday, was in action Friday and Saturday, and came here from the north so hastily that I have neither secretary nor experienced clerks.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

General order of Rear-Admiral Dahlgren, thanking his officers.

GENERAL ORDERS NO. 1.

My thanks are due to Commander George W. Rodgers, of the Catskill; Commander D. McN. Fairfax, of the Montauk; Commander John Downes, of the Nahant; and Commander E. R. Colhoun, of the Weehawken; to the executive and other officers, and to the crews of these iron-clads; and to the members of my personal staff, Fleet Captain William Rogers Taylor, Flag Lieutenant S. W. Preston, and Ensign LaRue P. Adams, (signal officer,) for the zealous and efficient manner in which they performed their duty during the attacks of the 10th and 11th instant upon Fort Wagner and other fortifications on Morris island. I have also to thank the ordnance officer, Lieutenant Commander O.

C. Badger, for his systematic promptness in supplying the iron-clads with all requisite ordnance stores.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

JULY 12, 1863.

Report of Commander George W. Rodgers, commanding iron-clad Catskill.

UNITED STATES IRON-CLAD CATSKILL,
Inside Charleston Bar, July 10, 1863.

SIR: I have the honor to report to you that upon your coming on board this ship at 4 this morning, I hoisted your flag forward and stood over the bar, crossing it at 5 o'clock, at which time our batteries on northern end of Folly island opened upon the enemy upon the south end of Morris island. We steamed up within range of the batteries upon the south end and middle of the island, and opened fire on them at about 6 o'clock. About 9 our troops crossed over and skirmished up the island; we got under way, and standing to the northward along the island, shelled the batteries in advance of the troops. About 10 arrived opposite and engaged Fort Wagner. At 1 hauled off to give the men their dinner. At 2.30 renewed the engagement, and at 6 hauled off and proceeded out of range to an anchorage inside the bar, and near the troops.

During the action Acting Master J. W. Simmons was stunned and severely bruised by the concussion of a shot upon the outside of the turret; First-class Boy James Meehan was wounded in the foot by a fragment of a shell which entered the port; Second Assistant Engineer Croline and Third Assistant Clark were prostrated by the intense heat in the engine-room, as were several of the firemen and crew. Ensign L. P. Adams, signal officer upon your staff, took Mr. Simmons's duties in the turret, and rendered excellent service.

I herewith enclose a requisition for ordnance stores and ammunition; a request for an assistant engineer to be temporarily detailed for this ship, and for some firemen to take the place of those broken down. I have fired fifty-seven 15-inch shell and seventy-two 11-inch at the batteries and Fort Wagner. The vessel was struck sixty times, as follows: hull, sixteen times; turret, seventeen; pilot-house, three; smoke-stack, seven; deck, seventeen. There are other marks upon the hull under water which could not be counted. Some of the effects of the shot are of a serious character; the deck has been entirely broken through in four places, two of these sufficiently large to admit large quantities of water, requiring shot plugs; the pilot-house was twice struck nearly in the same place by shot from a 10-inch columbiad, which broke off the nuts from the bolts, and forced one of them through the half-inch lining of the pilot-house. The hull was struck upon the port quarter, completely shattering all the plates; one 10-inch shell landed upon the deck after striking the turret without fracture.

I have left twenty shell and shrapnell for 15-inch gun, and one 11-inch shrapnell. The smoke-box for the 15-inch gun, when we ceased firing at noon, was much damaged, three out of five bolts securing it to the turret having broken off. One of the bolts securing the single cross pin under the turret was broken off. The whole fire of the fort was directed at this ship, and being at anchor at about 1,200 yards during the forenoon, we were very severely handled; their 10-inch smooth bore doing us the most harm; the rifles generally glancing or striking sideways.

This report is very hastily written after a hard day's work.

I am, very respectfully, your obedient servant,

G. W. RODGERS, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. Blockading Squadron.

THE MONITORS INSIDE THE BAR.—ATTACK ON FORT WAGNER DELAYED.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 17, 1863.

SIR: Under date of the 12th instant, I informed you that General Gillmore and myself were in occupation of the lower half of Morris island and the main ship channel.

Since that I have been occupied with measures for continuing the advance, and have the Ironsides, with five turret iron-clads, inside the bar.

The attack on Fort Wagner was to have taken place on the 16th, but was postponed to this day, as the shore batteries were not ready.

A very heavy rain through the night has, however, interfered with the progress ashore, and the general now says he will be ready to-morrow morning.

* * * * * * * *

An attack was made on us yesterday at Stono, but repulsed. The Pawnee was hit forty-two times.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

REPORT OF REAR-ADMIRAL DAHLGREN OF COMBINED ATTACK BY THE ARMY AND NAVAL FORCES ON FORT WAGNER.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 19, 1863.

SIR: On the 18th a combined attack was made on Fort Wagner by the troops under General Gillmore and the vessels of my command.

The 16th had been originally agreed on, but the shore batteries were not fully prepared before the 18th. At 11.30 a. m. I made signal to get under way from the anchorage near the bar, and led up, with my flag in the Montauk, followed by the Ironsides, Catskill, Nantucket, Weehawken, and Patapsco.

About 12.30 p. m. anchored the Montauk abreast of Fort Wagner, and fired the first gun, which was immediately followed by the other vessels. With an ebbing tide, the pilot did not deem it prudent to approach nearer than the inner edge of the channel, and the least distance at this time was about twelve hundred yards. Meanwhile the gunboats Paul Jones, Commander A. C. Rhind; Ottawa, Lieutenant Commander W. D. Whiting; Seneca, Lieutenant Commander Wm. Gibson; Chippewa, Lieutenant Commander T. C. Harris; and Wissahickon, Lieutenant Commander J. L. Davis, under charge of Commander Rhind, were using the pivot gun with effect at long range, and our batteries ashore were firing very deliberately and steadily.

About 4 p. m., the tide flowing, weighed anchor, and closed in with the fort to about three hundred yards, which silenced it so that, for this day, not a shot was fired afterwards at the vessels, nor was a man to be seen about it. It was nearly sunset when I received a note from General Gillmore, saying that he had ordered an assault, and we could see the battalions advancing along the beach. There might have been a thousand yards between our nearest shore batteries and Fort Wagner, and before our troops had reached the work it became too dark to discern them.

To this moment an incessant and accurate fire had been maintained by the

vessels; but now it was impossible to distinguish whether it took effect on friend or foe, and, of necessity, was suspended.

Very soon afterwards, the rattle of musketry and the flashes of light artillery announced that our men were mounting to the attack. This continued, without intermission, till 9.30 p. m., gradually decreased, and then died away altogether.

The ill tidings of a repulse were not long in coming. After the lapse of an anxious hour, common report told me that the assault had been repulsed with some loss.

It now only remained to prosecute the work with patience and perseverance. At the same time, I cannot forbear repeating my opinion that the number of troops is inadequate. The officers and men are zealous, and labor hard.

The general plans are well conceived, but there is, to my mind, a manifest lack of force. This morning I sent a boat ashore, with Flag Lieutenant S. W. Preston and Surgeon Duvall, under a flag of truce, to ascertain if our wounded had been cared for, and to offer to take charge of them. It was also impossible to renew our fire if any of them remained on the ground.

Lieutenant Preston reported that some of the dead and wounded were still lying about the work where they had fallen, and that the offer was declined—the answer being that the dead would be buried, and the wounded properly provided for. There being nothing more possible for the day, I caused the turret vessels to drop down out of range, so that the men might have some fresh air below, and the Ironsides also, inasmuch as she lay stern to the fort, without a gun bearing.

The conduct of officers and men is entitled to every commendation. Captain Rowan, of the Ironsides; Commander Rodgers, of the Catskill; Commander Fairfax, of the Montauk; Commander Beaumont, of the Nantucket; and Lieutenant Commander Badger, whom I assigned temporarily to the command of the Patapsco, did their duty well, and handled their vessels in the narrow channel and shoal water with great skill.

The spirit of the men was excellent; neither the incessant labor of action by day or blockade by night, nor the privations of inhabiting turret vessels, checked their earnest determination, and they worked the cannon with great effect, as the silenced guns of the enemy makes manifest. The officers of my staff were, as usual, assiduous in the discharge of their duties. The vessels were well piloted by Acting Masters Godfrey and Haffords.

In conclusion, permit me to say that on this occasion the vessels did all that was intended or could be expected from them: they silenced the fort and forced the garrison to keep under shelter. At the same time the loss sustained by our troops bears witness to the persevering gallantry with which they endeavored to storm the work, and which deserved the success that will, I trust, reward a renewed effort.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C

Report of Commander G. W. Rodgers.

UNITED STATES IRON-CLAD CATSKILL,
Off Morris Island, S. C., July 18, 1863.

SIR: I have the honor to inform you that in obedience to the signal from the flag-ship, I got under way at 11.52 this day, and followed the Montauk, bearing your flag, standing up the channel in the direction of Fort Wagner. Arriving

within range, opened at 12.44 with my 11-inch gun upon Fort Wagner, and soon after anchoring in 13½ feet of water, some 800 yards from the fort, continued my fire until dusk, when the troops advancing to the assault, I fired rapidly into the fort, and then, following in the motions of the Ironsides, ceased firing. Shortly after 8.15 p. m., in obedience to your order, got under way and proceeded out into the channel, anchoring near the Ironsides.

I have fired this day forty-seven 15-inch shell, sixty-three 11-inch shell, twelve 11-inch shrapnell, one 11-inch canister, one 11-inch grape, making 124 shots. My 11-inch shell and shrapnell, being nearly expended, I reserved the remainder until just before the assault.

This vessel was not struck during the day, and I have no casualties to report.

I beg leave to call your attention to the zeal, energy, and tact shown by the executive officer of this vessel, Lieutenant Commander C. C. Carpenter, the good result of which is shown by the cheerfulness and alacrity of the officers and crew.

I am, very respectfully, your obedient servant,

G. W. RODGERS, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

OPERATIONS IN STONO RIVERAND LIGHT-HOUSE INLET, AND REPORT OF ASSAULTING COLUMN ON MORRIS ISLAND.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 20, 1863.

SIR: I enclose herewith, for the information of the department, copies of reports from Commander Balch, of the Pawnee, relative to the late operations in the Stono; Lieutenant Commander Bacon, of the Commodore McDonough, detailing operations in the Light-House inlet; Lieutenant Mackenzie, of the Wabash, referring to the part taken by boats from the squadron, under his command, in landing the assaulting column on Morris island.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch.

UNITED STATES STEAMER PAWNEE,
Stono River, S. C., July 16, 1863.

SIR: I have the honor to report that at 4.40 a. m., the Pawnee and Marblehead being at anchor near Fort Grimball, the enemy opened on us hotly from batteries distant about six hundred yards, the first shot striking us, and the fire admirably given by the enemy. The position of the Pawnee was such that we could not get our guns to bear; and seeing that we were powerless to inflict injury upon the enemy in that position, I deemed it prudent to drop down the river, where I could bring my guns to bear; this I did, and directed the Marblehead to do likewise. We were at anchor in position where we could reach the enemy, and this ship, the Huron, and the Marblehead, kept up a brisk fire on

the enemy; and soon, by reference to the signals made by General Terry, we were telegraphed to cease firing, the enemy having retreated.

The Pawnee was struck thirty-three times in the hull, three times in the smoke-stack, three boats damaged by shot, and some six shots in the rigging. The chain-cable which I had put on the outside, I am happy to state, saved us from injury to our boilers.

The casualties are, as reported by the surgeon, W. T. Hord, as follows, and which has caused great surprise, considering the excessively hot fire, that there should have been no more, viz: John W. Philip, lieutenant U. S. N, slightly wounded; James P. Lindsay, acting master U. S. N., slightly wounded; James Madon, boatswain's mate, U. S. N., slightly wounded; John B. Patterson, landsman, mortally wounded.

My officers and men behaved in the coolest manner, and I was aided and admirably supported by Lieutenant Commander Scott, of the Marblehead, and as soon as the Huron could she opened handsomely.

Very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter of Commander Balch, commending Lieutenant Commander George Bacon, and the officers and crew of the Commodore McDonough.

UNITED STATES STEAMER PAWNEE,
Stono Inlet, South Carolina, July 12, 1863.

SIR: In obedience to your order of this date, I have directed Lieutenant Commander Bacon to report to you off Morris island, with the Commodore McDonough under his command.

I desire most earnestly to call the attention of the admiral commanding to the important and valuable service rendered by Lieutenant Commander Bacon since he has been under my command in the Stono—for a period of five months; and it affords me great pleasure to testify to his zeal and energy, and his ever prompt and ready assistance in all the duties required during our association on duty. I do not hesitate to state that implicit reliance may be given to his professional skill and judgment, as also to his zeal in the cause in which we are engaged.

To his officers and crew I can, in justice, do no less than extend to them my hearty approval of the manner they have ever discharged their duties, and I desire to bring their services to your favorable notice.

The intimate acquaintance of Lieutenant Commander Bacon with the localities of Stono leads me to hope that he may be ordered here again when the services upon which he may now be ordered have been performed.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron,
Off Morris Island, South Carolina.

Report of Lieutenant Commander George Bacon.

UNITED STATES STEAMER COMMODORE MCDONOUGH,
Light-House Inlet, July 16, 1863.

SIR: I have the honor to report that yesterday evening, at the request of General Gillmore, (having discovered that the enemy were firing on our pickets from the batteries near Secessionville,) I moved up the river and opened from the batteries with my rifled guns, throwing our shell into the enemy's camp, which compelled them to cease firing upon our pickets.

I learn from General Gillmore that our forces under General Terry, and the gunboats in Stono river, were attacked at daylight this morning by the enemy, having a large force of artillery, but they were repulsed, owing, no doubt, in a measure, to the terrific fire of the gunboats under Captain Balch, as the shells could be plainly seen bursting among the enemy's troops. The enemy having retreated to Secessionville, moved up the river and opened fire upon them with my rifled guns. I take pleasure in stating that the fire was so effective as to cause them to fall back to their camps, which is well in the rear of the town, which I shelled, and the last seen of the enemy they were in full retreat to the woods. The following is a list of the ammunition expended during the firing, viz: 100-pounder Parrott rifle, 34 shells; from the 50-pounder Dahlgren rifles, 47 shells.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant Commander, United States Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, off Morris Island.

Report of Lieutenant A. S. Mackenzie, commanding boats of the squadron.

UNITED STATES STEAMER WABASH,
Off Charleston, July 12, 1863.

SIR: In obedience to orders from Rear-Admiral Dahlgren, dated July 7, 1863, I that day reported to Captain Rowan, senior officer present off Charleston, for the purpose of taking charge of the boats ordered to be sent to Folly river on the night of the eighth (8th) from the vessels off the port.

I left Charleston bar at midnight of the 8th in the tug Dandelion, with the boats in tow, as follows:

New Ironsides, (two,) in charge of Lieutenant H. B. Robeson; Acting Master's Mate S. S. Hand.

Powhatan, (four,) in charge of Lieutenant A. R. McNair; Acting Ensign C. P. Walters; Acting Master's Mate C. H. Howland; Sailmaker W. S. Brayton.

Canandaigua, (two,) in charge of Lieutenant H. D. H. Manly; Acting Master's Mate A. F. Eldridge.

Housatonic, (two,) in charge of Acting Master J. W. Congdon; Acting Master's Mate B. F. Jacobs.

Conemaugh, (two,) in charge of Acting Master J. S. Lee; Acting Master J. H. Wainwright.

A boat from the Flag, in charge of Acting Ensign William Frost, had been sent in the evening before from the vessel. It blew fresh during the night from southward and westward, and there was a considerable sea on.

After many delays, owing to boats breaking adrift, we arrived off Stono at about 2.38 a. m. of the 9th. We then cast off from the Dandelion, but failed in finding the buoys, owing to a heavy rain squall, in which we lost our bear-

ings. A little before daylight, finding ourselves near the Canandaigua, and while there, received orders that the expedition would be put off until the night of the 9th.

The New Ironsides' fourth cutter I had sent earlier towards Stono bar, to endeavor to find the Dandelion; and, giving her her orders, went into the Folly river at daylight, as did also the four boats from the Wabash, in charge of Ensign James Wallace and Acting Master's Mate Louis Boun, which had been towed up from Port Royal on the afternoon of the 8th.

On the 9th, at 9 p. m., I again left Charleston bar in the Dandelion, with the same boats in tow, excepting the New Ironsides' fourth cutter, referred to above; arrived off Stono bar at half past ten; was then taken in tow by the tug Pettit, and, after a delay of about an hour, while the buoys were being lighted, crossed the bar. While crossing, the Conemaugh's third cutter sheered into the breakers, and was capsized. Fortunately every one was saved. At midnight of the 9th I reported to Brigadier General Gillmore at his headquarters in Folly river, and by his order embarked four companies (A, D, F, and C) of the 48th New York volunteers, in command of Lieutenant Colonel Green, of that regiment, and pulled up the Folly river to the rendezvous at the head of Light-House inlet, where we arrived at 4.30 a. m. on the 10th. I then fell in with the boats of my command that had got across the bar the evening before. I was then informed by Lieutenant Commander R. M. Bunce, of the Pawnee, that he had been ordered by Rear-Admiral Dahlgren to take charge of all the naval howitzers in the expedition. I therefore directed Ensign Wallace to report to Lieutenant Commander Bunce, with the first launch and first cutter of this vessel, (both of which boats had howitzers.) The New Ironsides' fourth cutter and the boat from the Flag were assigned as gigs to Brigadier General Strong and his staff. The Wabash's second launch and second cutter had on board parts of the 76th Pennsylvania and 9th Maine, respectively.

At 5.30 a. m. all the boats from the squadron, together with those belonging to the army, moved into Light-House inlet. Here our boats were exposed for about an hour to a moderate fire from the enemy's batteries on the southern end of Morris island. Fortunately only one of our boats, the Powhatan's first cutter, was struck, a small piece of shell, which exploded over her, striking a soldier, and another small piece striking her gunwale.

At about 6.45 a. m. the order was given to land the brigade. The troops in the boats from the squadron were very promptly placed on Morris island beach. Our boats then took the army boats in tow, and aided in crossing the reserves from the Folly island beach to Morris island. At meridian, by order of General Gillmore, pulled down to the anchorage at the mouth of Folly river, and, leaving the Wabash's boats there, proceeded with the rest of the boats, in tow of the Pettit, to the squadron off Charleston. On the 11th the Wabash's boats were towed by the O. M. Pettit to Port Royal. While exposed to fire from the enemy's batteries, and during the arduous duties of the expedition, the conduct of both officers and men is worthy of all praise. I would especially call, through you, the attention of the admiral to the fact that the first American flag was planted on Morris island by Lieutenant H. B. Robeson, of the New Ironsides, who, carrying Brigadier General Strong in his boat, landed with him.

Very respectfully, your obedient servant,

A. S. MACKENZIE,
Lieutenant United States Navy.

Commander FOXHALL A. PARKER,
Commanding United States Steamer Wabash.

OPERATIONS AGAINST MORRIS ISLAND.—FORT WAGNER SILENCED.

FLAG-STEAMER AUGUSTA DINSMORE,
Off Morris Island, July 21, 1863.

SIR: * * * * * * * * *

I take this opportunity of forwarding copies of correspondence between General Gillmore and myself, from which the department will perceive that an additional land force is absolutely required to advance operations.

I have already silenced Fort Wagner and driven its garrison to shelter, and can repeat the same; but this is the full extent to which artillery can go. The rest can only be accomplished by troops.

General Gillmore tells me he cannot furnish but a single column for attack, and it is of course impossible for me to supply the deficiency when the crews of the vessels are already much reduced in number, and working beyond their strength to fulfil the various duties of blockade, cannonading, and boat patrols by night.

Time is all important, for the enemy will not fail to use it in guarding weak points. He is already putting up fresh works.

I am aware that this matter is no doubt brought directly to the cognizance of the War Department; but, at the same time, it seems proper for me to bring it to your notice, because the operations are conjoint, and you would prefer to be made acquainted with the exact state of the case.

With 20,000 men Fort Wagner would have been ours at this time, and then the rest must follow inevitably.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN.
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Correspondence between Rear-Admiral Dahlgren and General Gillmore.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 20, 1863.

DEAR SIR: I hope our efforts will be more successful next time.

Indeed it is very important they should be, for each time that we fail the enemy obtains some notice of a weak point and strengthens it, so that the whole ground from Fort Wagner will be intrenched eventually.

Permit me to suggest, therefore, that our trenches shall be pushed to the nearest point deemed advisable, armed plentifully with artillery, and pioneered by rifle pits.

When ready I will support you with the vessels, and hope to quell the fire of the work as before, and drive the garrison to shelter.

When the assault takes place in front I propose to land from boats one of your best regiments to assault the angle rearward and toward the water.

I would also suggest a picked column of three hundred or four hundred men, to attack the angle rearward and landward, passing up the rivulet that enters Vincent's creeks; for this I will also endeavor to furnish boats.

Thus assaulted, and their men kept under shelter to the last moment, it

seems to me that the gallantry of our troops cannot fail to carry them into the work.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Brigadier General Q. A. GILLMORE,
Commanding Department of the South, Morris Island, S. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Morris Island, S. C., July 20, 1863.

DEAR SIR: I am in receipt of your communication of this date suggesting a method of attacking Fort Wagner. I am pleased with the project. I had already determined to advance my batteries, and shall commence doing so to-night. I also like your plan of assaulting the work, although I would much prefer making two columns of attack only, one in front along the beach and the other in rear, landing on the east side of Morris island.

It involves, however, the consumption of men, in which this army has already been a very severe sufferer. I began here with the minimum force deemed safe for any offensive operations. Of that force I have lost thirty-three per centum in killed, wounded, missing and sick.

My actual loss in killed, wounded and prisoners will not fall far short of twelve hundred men. As many more are laid up by sudden sickness, occasioned by excessive fatigue duty.

With this more than triple decimation of my active, available command, I hesitated to incur any further immediate loss in the absence of powerful reasons to the contrary.

If the navy can furnish sailors and marines for one of the columns of attack, I will supply the other or others, and a combined attack can be made on the work.

I can also issue to your men any arms they may require, either muskets or lances. I will engage to furnish a large proportion of the attacking force.

Should you desire to confer with me on this project I will come and see you.

I have the honor to be, admiral, very respectfully, your obedient servant,

Q. A. GILLMORE,
Brigadier General Commanding.

Rear-Admiral DAHLGREN,
Commanding S. A. B. Squadron, Off Morris Island, S. C.

OPERATIONS IN THE STONO UNDER COMMANDER GEORGE B. BALCH.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 23, 1863.

SIR: I forward herewith, for the information of the department, Commander Balch's report of the late operations in the Stono, accompanied by a draught of the Pawnee, showing hits received from rebel batteries.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch.

UNITED STATES STEAM-SLOOP PAWNEE,
Stono Inlet, South Carolina, July 21, 1863.

SIR: I have the honor to submit the following report of the operations of the naval force in Stono since my last report to the admiral commanding.

For the more perfect safety of the transports in passing the Stono bar I had the buoys lighted and placed so as to render the entrance straight and easy, and I am much gratified in being able to state that the transports which have been going out and coming in constantly, have done so in safety.

On the 4th of July I received a confidential communication from Colonel Turner, chief of General Gillmore's staff, asking that I would give assistance by lighting the buoys; that the troops might enter and disembark at the south end of Folly island under cover of the night. This I did, and went outside of the bar myself and gave all the direction necessary to insure the safe entrance into Stono.

The officers of the Commodore McDonough were detailed as pilots, and discharged their duties zealously and well. I continued to render assistance in this way whilst it was necessary, and on 5th of July, under cover of the night, the transports passed in safety to the dock at Folly island, discharged the troops and proceeded to sea by 3 a. m. In this duty I was ably seconded by Lieutenant Commander Bacon, his officers and crew, as also by the officers and crew of the Pawnee.

On the 7th of July instant I had the honor to receive your *confidential* instructions to be ready for a movement in the Stono, and in view of rendering the most efficient support to the troops about advancing against Morris island, I deemed it proper to fit the Pawnee's launch with two 12-pounder howitzers, (a smooth bore and a rifle,) as also an army launch, which I borrowed of General Seymore, and fitted with two 24-pounder smooth-bore howitzers, taken for the purpose from the Commodore McDonough and manned by a crew from that vessel. These, with two 12-pounder smooth-bore howitzers from the Wabash, were placed under command of Lieutenant Commander Bunce of the Pawnee, who received my orders to co-operate with the army in landing on Morris island, and particularly to *cover the advance* and to act against the enemy when he could do so, and to cover the retreat should our troops be repulsed.

The report of Lieutenant Commander Bunce is herewith enclosed for your information, and I beg leave respectfully to express my gratification that the naval force in Stono should have been able to render the important assistance it did, and to very materially contribute to the success of the movement of our troops. I deem it but an act of justice to call the attention of the admiral commanding to the services rendered by Lieutenant Commander Bunce and his command.

I had the honor to receive on the morning of the 9th instant your circular dated the 8th, detailing the duties of the vessels under your command in the operations against Morris island, and by it the Pawnee, Nantucket and Commodore McDonough were assigned to the convoy of a division of troops up the Stono. In carrying out these instructions, after consultation with General Terry, commanding the division, I got under way in the Pawnee on the afternoon of the 9th instant, followed by the Nantucket, Commodore McDonough and C. P. Williams, and proceeded up the Stono, and anchored above Strom's landing and opened fire on James island. The transports followed us up the Stono, and immediately on landing General Terry sent forward a portion of his troops on James island.

On the 11th instant, the McDonough being at anchor off Legaréville, where I had stationed Lieutenant Commander Bacon for the purpose of protecting our

transports from attacks of the enemy on John's island, made signal that the enemy's batteries were firing on one of our steamers, the General Hunter. The Commodore McDonough opened on them, and I immediately sent the C. P. Williams to assist, she being towed to her station at my request by order of General Terry.

At the request of General Terry I moved up the Stono river on the afternoon of the 11th instant and anchored off Tom Grimball's plantation, and opened fire in the direction of Secessionville; the object of which was that our troops, under cover of the *Pawnee's* guns, might make a forward movement. I continued firing in the direction and with the ranges agreed upon with General Terry. till he made signal to cease firing. This being done, his troops advanced and took position some 800 or 1,000 yards from the Pawnee. The Commodore McDonough came up and anchored near, in obedience to my orders. She had been employed in aiding the Nantucket in getting to sea, or I should have had her with me when I came up the river.

Nothing of importance occurred till the morning of the 16th instant, when, the Pawnee and Marblehead being at anchor near Tom Grimball's, a heavy fire was opened on us, which, from the impossibility of bringing our guns to bear in the narrow channel, and the danger of the ship taking the bottom, I deemed it prudent to drop down the river where I could have more room, and could bring my guns to bear effectively. The wheel being disabled by splinters, rendered our position for a few moments extremely perilous, as, had we taken the bottom, we should have been exposed to a raking fire from the enemy's batteries, but with little chance to reply with a sufficient number of guns to drive them off. In the necessity which compelled me to drop down to the river, I have the very great satisfaction of knowing that we were enabled to render the most important assistance to the troops of General Terry, who telegraphed that the enemy was advancing in force and wished me to open fire upon them, which we did, and so effectively as to prevent their advance by a causeway in such force as would have, in all probability, led to the capture of our troops. Our fire was so accurate and so rapid that the enemy, though he endeavored to do so, could not advance to attack our troops on James island, in the direction of our fire.

I was greatly rejoiced, on visiting General Terry at his headquarters, during the afternoon, to learn from him and his staff the very great assistance we had rendered his forces in the morning. He was attacked in a most spirited manner, and with artillery, a few moments before the enemy opened on us; and I have learned, through rebel prisoners, that the design of the enemy in making this combined attack was to disable the Pawnee, and thereby prevent her giving support to the division of General Terry, and thus, by bringing a greatly superior force against him, they hoped to defeat him. The position I assumed, and within reach of the enemy's battery, enabled me to thwart any such design.

We continued our fire till General Terry telegraphed that the enemy had retreated, and that his pickets had advanced to the old position.

To Lieutenant Commander Scott, of the Marblehead, his officers and crew, I desire to testify my obligations for the efficient support given me. His vessel was struck two or three times; the small number of hits I attribute to the fact of the Pawnee intercepting shots which would otherwise have struck his vessel; and the channel being so narrow that he could not take a position where he could fire effectively.

I am repairing the damages done to the Pawnee, as speedily as the small force of carpenters can.

On the afternoon of the 16th instant, I was informed by General Terry that the object aimed at in the advance on James island had been successfully accomplished, and also that he should under cover of darkness embark his troops. I therefore disposed the naval force to the best advantage for covering the embarcation, and sent boats to assist. The troops were embarked, and in the

afternoon of the 17th instant I proceeded down the Stono to my former anchorage in Stono inlet, with the vessels under my command.

I regret to report that John B. Patterson, (landsman,) who was mortally wounded in the action, died at 9 a. m. that morning. He was buried on Cole's island.

Very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, off Morris Island.

ATTACK ON FORT WAGNER.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 25, 1863.

SIR: Yesterday I went up with the iron-clads and opened a heavy fire on Fort Wagner, in order to prevent a sortie upon some new works which General Gillmore had pushed to within 600 yards of the fort.

The gunboats assisted at long range. The firing was good, and frequently excellent.

The firing of Fort Wagner was soon silenced, and the garrison driven to shelter, so that in the course of the morning few new batteries were partially armed.

The fire was interrupted by a flag of truce, borne by a steamer having on board some of our wounded who had been taken prisoners at various times. General Gillmore tells me that his advance position is now secured. * * *

I have the honor to be, very respectfully, your obedient servant,

JOHH A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional reports of Rear-Admiral Dahlgren.

FLAG-STEAMER DINSMORE,
Off Morris Island, July 30, 1863.

SIR: The position of affairs is not materially changed since the date of my last despatch (July 25,) except that our advanced batteries (600 yards from Wagner) are in operation and will receive frequent additions to its armament. I have contributed four rifle cannon with a detachment of seamen, (say 120,) under Captain Parker, and will land more when I have the men to spare.

Every day two or three of the iron-clads join in and sweep the ground between Wagner and Cummings's point, or else fire directly into Wagner; the only objections to which is, that it is drawing largely on the endurance of our cannon. However, I have no doubt the Bureau of Ordnance will enable me to meet this difficulty.

The enemy also seek in every way to distract our attention. The night before last there was an alarm from Stono about a ram, and last night a deserter to the camp stated that the iron-clad at Savannah was to move. I had sent the Nahant to check this, but as the rumor added several gunboats, and the Una-

dilla alone was with the Nahant, it seemed better to make sure, so I sent down the Weehawken in tow of the Conemaugh.

The turrets receive a shot occasionally with the usual result, and the Ironsides has been struck repeatedly by 10-inch shot (1,200 to 1,400 yards) without material impression. A shot from Fort Sumter, in passing along the spar deck, glanced from the edge of it, and by the *concussion* damaged the beam below, with knees connecting.

If the depth of water would only permit her to approach, I would sweep the ground clean with her powerful broadside.

It is to be remembered that Wagner is the key to Sumter, wherefore the enemy will spare no effort for the defence, and will protract any result to the last.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 16, 1863.

SIR: Since my last nothing of consequence has occurred.

The work in the trenches continues to progress, and they were to have been ready to open fire on the 14th, but have been delayed for a few days from various causes.

The vessels are ready to the extent of their power—one monitor being absent at Wassaw, and the Atlanta nearly ready at Port Royal.

Just at this moment Captain Balch telegraphs from Stono that the enemy have exploded some torpedoes near the Pawnee, with no result save the loss of the launch. Others have been captured. When his report reaches me I shall be able to give better information on the subject.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

REPORT OF THE CAPTURE OF A LAUNCH BY A REBEL STEAMER IN CHARLESTON HARBOR.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 8, 1862.

SIR: On the night of the 5th one of the launches designed to guard the right flank of our shore batteries, having been drawn out into the harbor in observation of a rebel steamer, was suddenly attacked by the latter.

Eight of the crew were picked up, and stated that the launch had been sunk. Yesterday a flag of truce came out from the enemy with a communication for General Gillmore.

Captain Green, the senior officer outside, reports to me that the officer informed our boat that the launch had not been sunk, but was captured, with Acting Master Haines and twelve (12) men. This leaves only two men missing. The

eight men who were received by our boat were all positive that they were fired at from the steamer when they were in the water; and as this is in violation of the usages of war, I addressed a communication to General Beauregard on the subject, requiring that whoever should be convicted of the fact should be punished. Otherwise I would not be able to prevent retaliation by our men. As yet I have received no answer.

Ensign B. H. Porter deserves mention from me for the energy, courage, and intelligence with which he performed the duty assigned him of observing the enemy, and also for picking up the eight men who had got out of the launch in some way.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Rear-Admiral Dahlgren, transmitting communications from General Beauregard and Flag-Officer Tucker.

FLAG-STEAMER PHILADELPHIA
Off Morris Island, August 29, 1863.

SIR: I herewith transmit, for the information of the department, communications from General G. T. Beauregard, "General commanding department South Carolina, Georgia, and Florida," and Flag-Officer Tucker, "commanding officer of the Confederate States' forces afloat," received by flag of truce, in relation to firing upon boat party on the night of the 5th August, an account of which I have already forwarded to the department.

I have the honor to be, sir, very respectfully, your obedient servant.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS DEPARTMENT OF S. CAROLINA, GEORGIA AND FLORIDA,
Charleston, S. C., August 22, 1863.

SIR: Your letter touching an alleged violation of the usages of war in firing on certain men of your force while in the water off this harbor was referred by me to Flag-Officer Tucker, commanding officer of the Confederate States' forces afloat, whose reply will be sent out at the same time with this, and I trust will be found satisfactory.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding U. S. Naval Forces off Charleston Harbor, S. C.

FLAG-SHIP CHICOIA,
Charleston Harbor, August 10, 1863.

SIR: Your communication of the 6th instant to General Beauregard, Confederate States of America, complaining that, after the capture of the launch belonging to your squadron, the men were fired at in the water, has been referred to me.

I am happy to be able to state, from information received from the Confederate States naval officer in command at that time, that the men were not fired at in the water.

I highly appreciate your desire to conduct the war upon civilized principles, and it affords me great pleasure to join in so laudable a desire.

Very respectfully, your obedient servant,

JOHN R. TUCKER,

Flag-Officer, Commanding C. S. Naval Forces, Charleston Harbor.

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,

Commanding U. S. Naval Forces off Charleston.

ATTACK UPON FORTS WAGNER AND SUMTER.

FLAG-STEAMER DINSMORE,
Off Morris Island, August 18, 1863.

SIR: Yesterday was begun another series of operations against the enemy's works.

Early in the morning General Gillmore opened all his batteries upon Fort Sumter, firing over Fort Wagner and the intermediate space.

About the same time I moved up with the entire available naval force, leading with my flag in the Weehawken, followed by the Catskill, Nahant, and Montauk. The Passaic and Patapsco in reserve for Sumter. The Ironsides in position opposite to Wagner, and the gunboats named in the margin at long range: Canandaigua, Captain J. F. Green; Mahaska, Commander J. B. Creighton; Cimarron, Commander A. K. Hughes; Ottawa, Lieutenant Commander W. D. Whiting; Wissahickon, Lieutenant Commander J. L. Davis; Dia Ching, Lieutenant Commander J. C. Chaplin; Lodona, Lieutenant Commander E. Brodhead.

As the tide rose the Weehawken was closed to about four hundred and fifty yards of Wagner; the other three monitors followed, and the Ironsides as near as her great draught of water permitted. After a steady and well directed fire Wagner was silenced about 9.20 a. m., and that of our own vessels was slackened in consequence.

Meanwhile the fire of our shore batteries was working effectually upon the gorge of Sumter, which appeared to have been strengthened in every possible manner. At this time the flag was shifted to the Passaic, which with the Patapsco (both having rifle guns) steamed up the channel until two thousand yards of Fort Sumter, when fire was opened on the gorge angle and SE. front of the work. The Patapsco fired very well and is believed to have struck the SE. front nine consecutive times.

To all this Sumter scarcely replied, Wagner was silenced, and Battery Gregg alone maintained a deliberate fire at the Passaic and Patapsco.

It was now noon; the men had been hard at work from daybreak, and needed rest, so I withdrew the vessels to give them dinner.

During the afternoon our shore batteries continued the fire at Sumter with little or no reply from the enemy, and I contented myself with sending up the Passaic and Patapsco to prevent Wagner from repairing damages. The fort replied briskly, but in a brief time left off firing. I am not able to state with exactness the result of the day's work, but am well satisfied with what a distant view of Sumter allowed me. Our entire power is not yet developed, as it will be daily, while the enemy is damaged without being able to repair.

The officers and men of the vessels engaged have done their duty well, and will continue to do so.

All went well with us save one sad exception: Captain Rodgers, my chief of staff, was killed, as well as Paymaster Woodbury, who was standing near him.

Capt. Rodgers had more than once asked, on this occasion, if he should go with me as usual, or resume the command of his vessel, the Catskill, and he repeated the query twice in the morning, the last time on the deck of the Weehawken just while preparing to move into action. In each instance I replied, "Do as you choose." He finally said, "Well, I will go in the Catskill, and the next time with you."

The Weehawken was lying about one thousand yards from Wagner, and the Catskill with my gallant friend just inside of me, the fire of the fort coming in steadily; observing the tide to have risen a little, I directed the Weehawken to be carried in closer, and the anchor was hardly weighed when I noticed that the Catskill was also under way, which I remarked to Captain Colhoun.

It occurred to me that Captain Rodgers detected the movement of the Weehawken, and was determined to be closer to the enemy if possible My attention was called off immediately to a position for the Weehawken, and soon after it was reported that the Catskill was going out of action with signal flying that her captain was disabled; he had been killed instantly.

It is but natural that I should feel deeply the loss thus sustained, for the close and confidential relation which the duties of fleet-captain necessarily occasions, impressed me deeply with the loss of Captain Rodgers. Brave, intelligent, and highly capable, devoted to his duty and to the flag under which he passed his life, the country cannot afford to lose such men; of a kind and generous nature, he was always prompt to give relief when he could.

I have directed that all respect be paid to his remains, and that the country will not, I am sure, omit honor to the memory of one who has not spared his life in her hour of trial.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Admiral Dahlgren, transmitting notes of the engagement, taken by Flag-Lieutenant Moreau Forrest.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 19, 1863.

SIR: I enclose herewith for your information notes taken by Flag-Lieutenant Moreau Forrest during the engagement of the 17th instant, and also copies of reports showing the state of the marine battalion, and from commanding officer of the Catskill.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Notes of the engagement on Monday, August 17, 1863.

At 5.30 a. m. the admiral and his staff, Fleet-Captain George W. Rodgers, Flag-Lieutenant Moreau Forrest, and Ensign La Rue P. Adams left the United States steamer Dinsmore, and at 5.40 flag was hoisted aboard the United States iron-clad Weehawken. Fleet-Captain George W. Rodgers then left to take command of the United States iron-clad Catskill.

6.15.—Flag under way, and steaming up the channel to the buoy abreast Fort Wagner.

6.35.—All the monitors under way, steaming up the channel.

6.40.—Flag anchored a little below and about seven hundred yards from Wagner.

6.45.—Flag opened with XI-inch shell at Wagner.

6.48.—First shot from Wagner at Flag passed over.

6.49.—Weehawken opened with XV-inch shell.

6.52.—Ironsides opened fire a little high. At this time the shore batteries were delivering a telling fire on Sumter.

6.54.—Montauk opened a little astern of Flag.

6.60.—Wagner firing grape and musketry at the monitors.

7.03.—Wagner struck Flag's deck.

7.05.—Wagner fired twice, one striking Flag, the other passing through the smoke-stack of Ironsides.

7.12.—Ironsides apparently under way, as if to shift berth or insure swinging the right way.

7.16.—Nahant opened fire.

7.18.—Another shot through Weehawken's smoke-stack.

7.25.—Signalled to Ironsides—firing too high.

7.29.—Moultrie opened at Ironsides, making very good practice.

7.40.—Catskill anchored a little inshore of the Flag.

7.42.—Catskill opened.

8.00.—Mahaska opened.

8.05.—All the wooden gunboats in action.

8.06.—Moultrie struck on top of Ironsides's deck.

8.08.—Passaic opened.

8.20.—Patapsco opened.

8.25.—Flag under way; and having shifted berth nearly to the battery, anchored.

8.35.—Catskill under way, moving a little further off.

8.50.—Catskill made signal "Captain is disabled," and went out of action.

9.20.—The firing from Wagner ceased.

9.30.—Flag ceased firing. The gunboats still firing slowly.

10.00.—Flag under way and moving towards Passaic, to which vessel the admiral shifted his flag, the enemy's sharpshooters keeping up a brisk fire.

10.05.—The flag being hoisted on the Passaic, the Passaic, accompanied by the Patapsco, headed up the channel and rounded to about eighteen hundred yards from Sumter.

10.30.—Passaic opened with rifle and struck the top of Sumter.

10.32.—Gregg opened on Flag, shot passing over.

10.42.—Moultrie opened on Flag and Patapsco.

10.44.—Patapsco opened on Sumter, making fine practice.

10.50.—Flag struck twice by Gregg.

11.05.—Catskill resumed position, firing slowly at Wagner and Gregg.

11.15.—Sumter opened.

12.00.—Montauk made signal that her small gun was disabled.

12.10.—Came down from action to go to dinner, and ordered the other vessels to do the same. As we passed the Catskill, learned that Fleet-Captain George W. Rodgers and Assistant Paymaster Woodbury had been killed.

At 12.40 p. m. hoisted the flag aboard the Dinsmore.

Very respectfully,

MOREAU FORREST,
Flag-Lieutenant.

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

UNITED STATES IRON-CLAD CATSKILL,
Off Morris Island, August 17, 1863.

SIR: I have the honor to submit to you the following report of the action to-day:

About 7.30 steamed up abreast of Fort Wagner and anchored. Captain Rodgers, chief of staff, in charge, opened fire on the works, which was returned heavily.

About 8.30 a shot struck the top of the pilot-house, fracturing the outer plate and tearing off an irregular piece of the inside plate of about one square foot in area, and forcing out several of the bolts by which the two thicknesses are held together, pieces of which struck Captain George W. Rodgers and Acting Assistant Paymaster J. G. Woodbury, killing them instantly, also wounding the pilot Mr. Penton and Acting Master's Mate Trescott; after which I hove up the anchor, steamed down to the tug Dandelion, transferred them to her, and returned, taking position astern of the Weehawken; continued the fire until signal was made to withdraw.

We were struck, in all, thirteen times. The smoke-box of XV-inch gun is gradually becoming weaker, the angle iron around the bottom and eight or ten bolts having been broken off to-day, the other side being so badly sprung that the bolts cannot be replaced. The inside bearing of the after truck of XI-inch gun came off at the first discharge; was temporarily repaired, so as to use the gun, but found the axle to be broken; used it with a slide.

Enclosed I send the report of Dr. Abbott, of this vessel.

I am, very respectfully, your obedient servant,

CHARLES C. CARPENTER,
Lieutenant Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

UNITED STATES IRON-CLAD CATSKILL,
Off Morris Island, August 17, 1863.

SIR: I respectfully report the following casualties which occurred on board this vessel during the engagement this day with Fort Sumter and the Morris island batteries. These injuries were all caused by a single shot, which struck the top of the pilot-house and shattered the inner plating.

Killed.—Commander George W. Rodgers; Acting Assistant Paymaster Josiah G. Woodbury.

Wounded.—Pilot Abner C. Penton, wound of scalp, slight; Acting Master's Mate Peter Trescott, concussion, slight.

Very respectfully, your obedient servant,

SAMUEL W. ABBOTT,
Assistant Surgeon.

Lieutenant Commander C. C. CARPENTER,
Commanding United States Iron-clad Catskill.

UNITED STATES NAVAL BATTERY,
August 17, 1863.

SIR: I have the honor to inform you that I fired to-day from this battery one hundred and seventy shells and one hundred and twenty-five solid shot, the greater portion of which struck the face of Sumter or its parapet.

By making officers and men "cover" when shot or shell were passing over the battery, I avoided, through the mercy of a kind Providence, all casualties. The officers who were with me, Lieutenant Brower, Ensign Wallace, and Acting Ensign Owens, and the men, deserve great credit for their laborious exertions of fifteen hours under a burning sun.

Very respectfully,

FOXHALL A. PARKER, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

UNITED STATES STEAMER NEW IRONSIDES,
Off Morris Island, August 21, 1863.

SIR: I enclose herewith the report of Mr. Bishop, carpenter of this ship, showing the damage sustained by the fire of Forts Wagner and Gregg during the action of the 17th instant.

I also enclose the report of Lieutenant Robeson, ordnance officer, of the firing at Wagner, Gregg and Sumter, on the 17th, 18th, 19th and 20th instant.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Captain Commanding.

Rear-Admiral DAHLGREN,
Commanding S. A. B. Squadron, Flag-Ship Philadelphia,
Off Morris Island.

UNITED STATES SHIP NEW IRONSIDES,
Off Morris Island, August 16, 1863.

SIR: I have the honor to make the following report respecting the injuries received by this ship in the action of to-day. I count, in all, thirty-one hits, though I think we were struck several times below the water-line. The plating received nineteen shots, eleven others struck the woodwork, and eight passed through the smoke-stack. No material damage was done to the armor, though in four places the iron was so much crushed in as to crack it. The backing, except in one place where one width of the ceiling, just forward of No. 6 port on the starboard side, is driven in about three-quarters of an inch, shows no signs of having been started. The forward shutter of No. 3 port on the starboard side was shot off and lost overboard, having been struck on its upper edge near the pivot on which it swung. One shot came through the woodwork on the starboard quarter into the cabin, and passed down into the wardroom, tearing out a large piece of the clamps in one of the cabin staterooms, ripping up the coaming of the wardroom hatch, and splintering the beam underneath. One of the wheel ropes, which ran through the beam, barely escaped being cut away by this shot.

Another shot struck the deck, unprotected by sand bags, just abaft the parterners of the mizzenmast, going through the planking and glancing off as it met the iron underneath.

The iron, however, was crushed down to the depth of an inch and a half, and partially broken.

The deck pump on the starboard quarter was carried away, and the shot striking the sand bags, glanced forward and remained on deck, but the knee supporting the beam underneath the place where the sand bags lay was split, and one of the carlins broken.

All these hits were made by 10-inch solid shot, which seemed to have been fixed with exceedingly heavy charges, some of them at a distance of not more than from nine hundred to one thousand yards.

Very respectfully,

T. H. BISHOP, *Carpenter.*

Captain S. C. ROWAN,
Commanding U. S. Steamer New Ironsides.

REPORT OF ACTING MASTER MERIAM OF THE CAPTURE OF TWO REBEL STATIONS NEAR JACKSONVILLE, FLORIDA.

UNITED STATES STEAMER NORWICH,
St. John's River, Florida, August 20, 1863.

SIR: I have the honor to report that while proceeding up this river to Jacksonville in this steamer, on the 17th instant, I noticed two rebel stations from which our approach was being signalled to Camp Finnigan. I carefully examined their position with a glass, and concluded they could be captured easily.

Last night I sent an armed boat expedition, consisting of the launch of this ship and two cutters of the Hale, under the command of Acting Master Charles F. Mitchell, my executive officer, to attempt the capture of the stations.

They succeeded in taking one post, surprising the picket, and completely surrounding it before the rebels were aware of their approach. Owing to detentions in securing the prisoners, signals, &c., and by a heavy rain squall, it was late in the morning when they drew near the other station, and it was thought best not to attempt its capture.

The following persons, being all at the post captured, were made prisoners; 1st Corporal and Chief of Post Charles R. Stone; Operator William B. Gerry; Privates Thomas J. Wingate, William H. Turner, and Charles T. Martin.

The following arms, equipments, &c., were captured: Three Enfield rifles with bayonets, belts, pouches, and boxes; sixteen rounds of ball cartridges for each rifle; two signal torches; two signal flags, (bunting;) two spy-glasses; and one saddle.

The junior officers connected with the expedition were Acting Ensigns Jacob Van Buskirk and George Edwards, of the Hale, and Master's Mate Henry Sinclair, of this ship. Acting Master Mitchell speaks very highly of their conduct, and that of the sailors composing the force.

The men from both ships were volunteers; and all but one of those from this ship were men whose term of service have expired. The capture of this signal station, which served their line within three miles of Jacksonville, will either break up this end of the line, or it will detain here to protect it the troops, five small companies (about two hundred men of infantry, two full companies of cavalry, and one company of artillery,) that I learn are about being forwarded to Richmond.

In closing, I would mention that Acting Master Charles F. Mitchell conducted the expedition in a manner to be commended, returning his force with no casualties, and not an article missing.

I am, sir, very respectfully, your obedient servant,

FRANK B. MERIAM,
Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

ENGAGEMENT WITH FORT SUMTER.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 23, 1863.

SIR: This morning, before daylight, I moved the five monitors to about 800 yards of Sumter and opened fire upon it. A fog arose which prevented us from seeing the work a part of the time; nevertheless much damage must have been done to its southeast and northeast faces.

Sumter only replied with six shots, but Moultrie, with its extended lines of earthworks, opened heavily, and struck the monitors frequently with heavy shot. The Weehawken, in which was my flag, received two blows on the pilot-house, which were more forcible than any I have seen, owing, probably, to the diminished distance.

Notwithstanding the difficulties of manœuvring during the night in a channel edged with shoals, only one of the monitors got aground, but extricated herself.

About 6 o'clock, the men being much exhausted by the labor of two successive days and nights, I drew off in full daylight under the steady fire of Fort Moultrie.

It is now blowing from the southeast, and when it subsides I propose passing Sumter into the harbor, if the obstructions are not of such a nature as to prevent it. The returns from all the vessels have not yet been received, so that I am unable to render a full statement in detail at this time.

The gorge of Sumter has been completely ruined by the severe fire of the shore batteries, which has also reached the other faces of the work and must have dismounted most of their barbette guns, besides seriously injuring the walls themselves. In this the naval battery of four rifled cannon have participated under Captain F. A. Parker.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Fort Wagner is quite as strong as ever, perhaps more so. The renches have, however, been pushed quite close to it, and an assault may again take place before long. Battery Gregg is also unimpaired.

Notes of the engagement taken by Flag-Lieutenant Moreau Forrest.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, August 24, 1863.

SIR: I enclose herewith, for your information, notes taken by Flag-Lieutenant Forrest, of the engagement on the morning of the 23d instant.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Notes of the engagement with Fort Sumter on the night of the 22d of August, 1863.

11.05 p. m.—Admiral, accompanied by his staff, Flag-Lieutenant Forrest, Ensign Adams, and the pilot, left flag-steamer Philadelphia, and at 11.30 hoisted the flag on the Weehawken.

11.40.—Under way, and sent tug to other monitors to tell them to get under way.

11.50.—Heading up the channel, accompanied by Montauk and Nahant.

12.—Shoved alongside Patapsco, and told him to proceed, whilst flag hailed Ironsides to show a red light as soon as the firing commenced.

12.30.—At the lower buoy.

1.—Hailed Passaic, and shortly afterwards Patapsco, to tell them that flag would take the extreme left.

1.15.—Anchored.

1.30—Flag weighed anchor and headed for the upper buoy.

2.—Saw the lights flashed by Ensign Porter at upper buoy and headed for them.

2.30.—By the upper buoy. Ensign Porter came aboard.

2.45.—Anchored near Sumter, and sent Porter to tell the other monitors to anchor on our right in a line extending towards Moultrie.

2.55.—All the monitors anchored. The Passaic on our right, the Patapsco on our left, the Montauk on our extreme right, the Nahant just astern of flag, flag being about 900 yards from Sumter.

3.03.—Flag fired first shot at Sumter, XI″.

3.10.—Flag fired XV″.

3.15.—Montauk opened.

3.20.—Passaic opened.

3.30.—Patapsco opened and the firing became general. The practice was very good; the heavy thugs distinctly heard as the shot struck the fort.

3.20.—Sumter fired first gun at flag, just after sending up rocket; passed over.

3.45.—Gregg opened on flag.

4.10.—Heavy fog came over from Moultrie completely enveloping the fort. Flag fired in the direction, however, having taken its bearings under a star. Hailed the Patapsco and Passaic, giving them the bearing, and told them to do the same.

4.15.—Flag moved up, about 150 yards, towards Sumter.

4.20.—Fog having lifted, Moultrie opened with a very heavy fire on the monitors.

4.30.—Flag struck by Moultrie, and quartermaster wounded.

5.—Another fog-bank came over accompanied by a breeze from the eastward that swung the ships, and we had to suspend operations again.

5.20.—Resumed firing again and fired until 6.10, at which time there being no signs of the fog lifting, and it being broad daylight, flag got under way and moved down towards the lower buoy. In passing, hailed the monitors to follow flag down in line.

6.30.—Made signal "withdraw from action."

6.40.—At lower buoy. Monitors taking their positions for coming down under a heavy fire from Moultrie, Bee, and Beauregard, which batteries continued their fire until we had passed well down below the Ironsides. In looking at the fort it appeared to be very severely battered on the sea-coast wall.

7.—Admiral and staff took a tug, and at 7.20 hoisted the flag on board the Philadelphia.

I have the honor to be, very respectfully, &c., &c.,

MOREAU FORREST,
Flag-Lieutenant.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

ENGAGEMENT WITH FORTS SUMTER AND MOULTRIE.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 2, 1863.

SIR: The present condition of affairs here, so far as my information extends, may be stated thus:

The siege batteries of General Gillmore opened on Sumter on the 17th, and continued in operation through the week. The distance of the batteries from the object exceeded anything of the kind hitherto attempted in such operations.

By the expiration of the week the work was ruined. The gorge was completely cut down, and the guns on the other faces almost entirely disabled.

It was a new illustration of the engineering art, and will always be deemed a great triumph for General Gillmore. Without regard to further results, I think he has already handsomely earned his next step in rank.

Having thus rendered Sumter useless to the confederate system of defences here, it still remains to turn the acquisition fully to account. A glance at the map, and at the means at disposal, will show that the entire advantage cannot yet be realized to ourselves, because we cannot occupy the fort.

The army is unable to do it unless possession of Fort Wagner is had; nor the navy, without forcing the defences by water in the shape of obstructions protected by Fort Moultrie, and under its full range, even to Sumter.

General Gillmore is actively engaged on the one, and deems the naval aid indispensable to success. I have agreed to render all that I have. This necessarily compels me to forego an immediate move on the obstructions. I had already begun, however, and some progress had been made.

On the night of the 1st of September, I moored the Ironsides and monitors up the channel before midnight, just before the flood tide had ceased.

The first purpose was to make sure that Sumter had no guns to fire on us. It was believed that they had remounted a few on the NE. and NW. faces. At my request, General Gillmore had resumed fire yesterday; and in the evening notified me that he knocked down some four or five pieces, that were perceived on the more remote fronts.

The nearest approach was about 500 yards with the monitors, my flag being in the Weehawken; but so great was the force of the tide, that it was half-past eleven o'clock before the first shot was fired by the Weehawken.

We lay right off the angle of the NE. and SE. fronts. Being much occupied in the movements of the vessels, I did not perceive that Sumter fired; but Flag-Lieutenant Preston saw distinctly two shots fired from a gun on the eastern angle.

The firing was steadily maintained from all the monitors, which were well handled.

The Ironsides was brought up to a good range, and joined in the action.

Meanwhile Moultrie opened a rapid and sustained fire from its extended line, which told with effect; the obscurity of the night, however, interfered with their accuracy of aim, at objects so small as the turrets.

Our fire was also directed at the floating obstructions that had been reported from day to day.

I should have wished to remain after daylight, so as to have had a good view of the scene of operations, but the flood tide set in before daylight, which would have exposed the monitors unnecessarily, so I withdrew, leaving it to another morning to prosecute the matter.

The vessels were engaged for five hours, and in that time fired two hundred and forty-five shots, and received in all seventy-one hits; of these, the Ironsides fired fifty, and received seven.

The enemy fired some shot of wedge shape, samples of which were picked up

on the decks of the Lehigh—an absurd practice, originating in the brain of some wild inventor. A round shot struck the base of the Weehawken's (flag) turret, and drove in a fragment of iron, which struck Fleet-Captain Badger on the leg and broke it short—so that I have lost three flag-captains in the short space of two months, which has embarrassed me beyond measure in the transaction of public business; Captain Taylor went home sick, Captain Rodgers was killed in action, and now Captain Badger is badly wounded.

I shall feel greatly the loss of Captain Badger's service at this time. He has been with me for more than eight years, and his sterling qualities have rendered him one of the very best ordnance officers in the navy. I hope his disability may be short.

The commanders of the iron-clads—Captain S. C. Rowan, Commander Thos. H. Stevens, Commander A. Bryson, Commander E. R. Colhoun, Lieutenant Commander E. Simpson, Lieutenant Commander J. L. Davis, and Lieutenant Commander J. J. Cornwell—handled their vessels with ability in the narrow channel and the obscurity of the night.

I should have resumed operations with a view of forcing a passage, but General Gillmore is now ready for another movement, and I propose to assist him first.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EVACUATION OF FORT WAGNER AND BATTERY GREGG.

UNITED STATES FLAG-SHIP PHILADELPHIA,
Off Morris Island, S. C., September 7, 1863.

SIR: The enemy evacuated Fort Wagner and Battery Gregg during the night. An assault was to have been made at nine (9) a. m. this morning, preparatory to which a steady cannonade was maintained all of yesterday from the trenches and the Ironsides. A deserter gave notice to General Gillmore of the evacuation. I have demanded Sumter to surrender, being no longer defensible, and am waiting an answer from Charleston. If in the negative I shall move at once on it and the obstructions. A monitor has already taken position.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT WITH THE FORTS IN CHARLESTON HARBOR.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 8, 1863.

SIR: I have already informed you, by express despatch, that the enemy evacuated the whole of Morris island yesterday morning, just previous to an assault. I immediately designed to put in operation a plan to capture Fort Sumter, and, as a preliminary, ordered the Weehawken to pass in by a narrow channel, winding about Cummings's Point, so as to cut off all communication by

that direction. In so doing the Weehawken grounded, and though at low water, did not succeed in floating at the next high tide.

Late in the day, at the proper time, I went on board the Ironsides, and moved up with the iron-clads to feel and, if possible, pass the obstructions north of Sumter. Moultrie, and batteries Bee and Beauregard quickly opened on us, and soon experienced a severe fire from our vessels, which was continued until I deemed it best to give entire attention to the Weehawken. Steam tugs and hawsers were provided amply; but at the high tide of this morning did not succeed in floating her. About 7 a. m. the enemy perceived her condition and began to fire from Moultrie, about two thousand yards distant. I ordered up the iron-clads to cover the Weehawken, which, meanwhile, gallantly replied, and, in less than an hour's firing, blew up one of the enemy's magazines, which was recognized by a cheer from the men of our vessels near me. Some movement in Sumter seemed to draw attention from the Weehawken, which, with a few well-directed shells, settled that business.

Captain Colhoun has, in my opinion, more than compensated for the misfortune of getting aground by the handsome manner in which he has retorted on the adversary and defended the glorious flag that floats above him. At 11½ a. m. I telegraphed to him: "Well done, Weehawken. Don't give up the ship." We may lose the services of this vessel—I hope not—but the honor of the flag will be maintained.

It is proper to say that the iron-clads have been navigated under the most disadvantageous circumstances. They really have not had pilots. Mr. Godfrey has left us, and Mr. Haffords fell off the turret at night, being the only real pilots in this squadron. The monitors have been aground several times in action, and it is surprising that some of them have not been lost.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—6 p. m. I am happy to say that at high water the Weehawken was gotten off. I commend Captain Colhoun, his officers, and crew to the notice of the department. The crews of the other vessels cheered spontaneously as he passed.

J. A. D.

Report of Commander E. R. Colhoun, commanding the Weehawken.

UNITED STATES IRON-CLAD WEEHAWKEN,
Off Fort Wagner, S. C., September 9, 1863.

SIR: On the 7th instant, in obedience to your order, I proceeded with the Weehawken to buoy out the channel inside the buoy off Fort Wagner, in the direction of Cummings's Point. After passing the buoy off Wagner about 200 yards, I dropped a buoy in seventeen feet water, and again, 400 yards further on, a second one in fifteen feet water, steering up nearly midway between Cummings's Point and Sumter. I anchored at 8.30 a. m., about 300 yards from the last buoy, it being then nearly low water. At 9.30 a. m. she swung to the flood tide, and the channel being narrow, she touched bottom very lightly in eleven feet water. When the tide had risen sufficiently to float her I got under way, in obedience to your order, to "return to my anchorage near the New Ironsides," but in consequence of the shoal water she steered very badly, taking "a rank sheer" to port, she brought up on the bank in eleven feet water. In the afternoon, at high water, I failed to get her off, as also on the following morning,

though every effort was made by taking coal and shot out, with one tug to assist us. At 8.30 a. m. Fort Moultrie opened on us, the lower part of the overhang on the port side being then nearly out of water. As we lay upon the bank Fort Moultrie was nearly on our port beam. She fired slowly and deliberately at first to get the range, aiming under the overhang, then with rapidity, followed by other batteries on Sullivan's island. This I had expected and was ready for. I had been on deck from early in the morning, and had given orders to let the men sleep after their hard work during the night. We opened in a few minutes on Moultrie. The second shell from the XV-inch gun exploded a magazine to the left of the flag-staff, and she was silent for some time. When the Ironsides and monitors engaged the batteries they ceased firing at us. I then sent the men to breakfast, and after they had finished, opened on Sumter. When the Ironsides and monitors withdrew from action they let the Weehawken alone.

I then made my preparations to get afloat at high water in the afternoon, and succeeded, though under a heavy fire from Sullivan's island and Fort Simkins on James island. I had three men wounded by a shot from battery Bee, striking on top of the turret, breaking the plating and railroad iron—one, John O. Grady, ordinary seaman, severely in the left thigh. I enclose herewith Assistant Surgeon E. M. Stein's report. We were hit twenty-four times, doing no very serious damage. One shot struck the lower part of the overhang, passed under, made a hole about three inches in diameter, and fractured the iron from the angles. The leak was soon stopped. We fired at Moultrie and battery Bee 36 shell; at Sumter 46—total 82.

The officers and men under my command deserve the highest praise for their behavior. Such a measure of endurance, patriotism, and valor as I have seen exhibited since I have been in command assures me they cannot be excelled

Very respectfully, your obedient servant,

EDWIN R. COLHOUN, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Assistant Surgeon Stein of casualties on the Weehawken.

UNITED STATES STEAMER IRON-CLAD WEEHAWKEN,
Off Charleston, S. C., September 9, 1863.

SIR: I have to report to you that whilst this vessel was lying ashore off Cummings's Point yesterday afternoon, a shot from battery Bee struck her on the top of the turret, breaking off several pieces of railroad iron, which wounded the following three men, who were standing inside the turret at the time:

John O. Grady, ordinary seaman, fracture of left thigh and slight wound near right arm; Edward Christiansen, ordinary seaman, wounded slightly in the left foot; Bernard Cassidy, landsman, wounded slightly in the breast and right leg.

Very respectfully, your obedient servant,

EDWIN M. STEIN,
Assistant Surgeon United States Navy.

Commander E. R. COLHOUN,
Commanding United States Steamer Weehawken.

NAVAL ASSAULT ON FORT SUMTER.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 9, 1863.

SIR: I regret to say that an attempt to assault Sumter last night was unsuccessful. Our column was repulsed with loss.

I have just time to make this statement to go by the Massachusetts.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 11, 1863.

SIR: The department is already informed that, on the night of the 6th, the enemy evacuated Morris island, leaving it in our possession. This offered an opportunity for assaulting Fort Sumter, which was well broken on the gorge and southeast faces, and, if successful, would enable me to pass the obstructions in the main channel.

I therefore directed a party of volunteers to be called for, which was done, under the following officers, viz: Commander T. H. Stevens; Lieutenant Moreau Forrest, aid; Lieutenant Commander E. P. Williams, commanding first division; Lieutenant G. C. Remey, commanding second division; Lieutenant S. W. Preston, commanding third division; Lieutenant F. J. Higginson, commanding fourth division; Ensign C. H. Craven, commanding fifth division; Lieutenant Commander F. M. Bunce, Lieutenant E. T. Brower, Ensign James Wallace, Ensign B. H. Porter, and Ensign C. H. Craven. Also the following officers of the marine corps: Captain C. G. McCawley, First Lieutenant Charles H. Bradford, First Lieutenant John C. Harris, Second Lieutenant R. L. Meade, Second Lieutenant Lyman P. Wallace, and Second Lieutenant L. E. Fagan.

Commander Stevens was appointed to command the whole detachment. On making a request to General Gillmore for some boats, I learned that he also contemplated an assault the same night. It was late in the evening before all the arrangements were made, particularly the concert with the detachment from the army, which was chiefly due to the want of competent signal officers. It was about 10 o'clock when the boats in tow of a tug started up the main channel, and had hardly approached Sumter when the sound of musketry announced the attack. This did not last long, and was followed by shell, &c., from Moultrie. Before I could reach Sumter, the conflict had ceased. It was next morning before I learned positively that our party had been repulsed with considerable loss. Of 400 men, I learn by flag of truce that 130 are prisoners, by our accounts, 104 men and 10 officers are prisoners, and three men are killed. The names of the killed have not yet been ascertained, but will be forwarded to the department as soon as reports are made of them. I herewith transmit such reports as have been received of the action. Upon the receipt of additional reports, I will forward them directly to the department.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES IRON-CLAD PATAPSCO,
Port Royal, September 21, 1863.

SIR: I have to report that the boat expedition against Fort Sumpter left the flag-steamer Philadelphia on the night of the 8th instant, about 10 o'clock, in tow of the steam-tug Daffodil. On the way to Sumter we communicated with the monitors Lehigh and Montauk, giving orders to their respective commanders to move up for our support.

When within about eight hundred yards of the fort, the tug was ordered to stop and the final instructions with regard to the operations of the night and the watch-word was given.

Lieutenant Higginson was directed to move up to the northwest front of the fort with his division, for the purpose of making a diversion, while the remainder of the divisions were ordered to close up and wait for the order to advance upon the southeast front.

My intention was to wait until we had the full benefit of the diversion Lieutenant Higginson was directed to make in our favor, but mistaking his movement, doubtless, as intended for a general one, and in that spirit of gallantry and emulation which characterizes the service, many of the other boats dashed on finding it too late to restrain them, the order was given to advance.

As soon as the boats were discovered, they were met with a fire of musketry, hand-grenades, lighted shells, and grape and canister, and simultaneously, at a signal from the fort, all the enemy's batteries surrounding us, with one of their gunboats and rams, opened fire.

Several of the boats, and among them two of the Powhatan's, had by this time effected a landing, but the evidences of preparation were so apparent, and the impossibility of effecting a general landing or scaling the walls so certain, that orders were given to withdraw.

All who landed were either killed or taken prisoners, and serious casualties occurred in the boats near the fort.

Withdrawing from the vortex of the fire, I remained near the neighborhood of Sumter for some time, to afford assistance if needed, and about 4 o'clock returned to the flag-ship and reported to the admiral the result of the expedition.

For zealous co-operation and gallant support I have to thank all engaged in the navy and marine corps, but particularly Lieutenant Commander Bunce of the Patapsco, Lieutenant Moreau Forrest of the staff, who acted as my aid, and Dr. Wheeler, all of whom were in the boat with me.

With great respect, your obedient servant,

T. H. STEVENS,
Commander, U. S. N.

Fleet-Captain G. F. EMMONS.

NAVAL BATTERY,
Morris Island, September 9, 1863.

SIR: I have the honor to report that, on the evening of the 8th September, in obedience to orders from Lieutenant G. C. Remey, commanding naval battalion, I took charge of our boat and nineteen men, armed and equipped. Lieutenant Remy commanded four boats, forming the second division, of which mine was the right boat. About 10 p. m. the Daffodil took the boats in tow and stood up for Charleston harbor. About midnight we cast off from the Daffodil, and directly after Captain Stevens hailed and ordered me to pull for Fort Sumter. I did so; and while pulling, Captain Stevens ordered me to follow the boat on my starboard bow, telling me she was going behind the fort. I followed the boat as directed, and passed the side of Fort Sumter, which faces Fort Moultrie.

Discovering a steamer coming from behind the fort, the leading boat went close in under the walls. We followed her, and pulled back toward the sea-face, examining the foot of the fort to see if any of our boats had landed. Upon coming to the right bastion of the sea-face, I found the marines in boats firing at the fort. I could find no officer to report to regarding the steamer, and no one could tell me whether our men had landed, or where they were. Seeing a boat sinking I pulled towards it, but found that all of its men had been taken out or drowned. Upon returning to the fort to examine the sea-face and gorge wall, I observed all the boats retreating, and upon pulling up to one of them, the officer in charge informed me that Captain Stevens had given the order to retreat. I could not find out if any of our boats had landed, and seeing no boats between me and the fort, I pulled back to the flag-ship, where I first learned that Lieutenant Remey, with his boat's crew, had landed on Fort Sumter. The firing from the fort commenced about five minutes after I had received orders to follow behind the fort. The interval from the time the first gun was fired until the order to retreat was given was about twenty minutes, the enemy using small arms and hand grenades. Almost all the marine boats, and a great many boats with sailors in them, replied to the enemy's fire with their muskets and revolvers. When Fort Sumter opened on the boats, Forts Moultrie and Johnson also opened. Lieutenant Remey with his boat's crew of ten men were left on the fort when the retreat commenced, and were captured by the enemy. Our losses from the naval battery were Lieutenant Remey and five men captured. I enclose the reports of Acting Ensign Wm. Knapp and of Acting Master's Mate Hollins, who were in the other boats of the second division.

Respectfully submitted.

JAMES WALLACE,
Ensign, Commanding Naval Battery.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

NAVAL BATTERY, MORRIS ISLAND, *September* 9, 1863.

SIR: At 10 p. m. 8th instant I left the flag-ship in company with other naval boats, in tow of United States steamer Daffodil, to take part in the assault on Fort Sumter, under the immediate command of Lieutenant G. C. Remey, and was ordered by him to take position on the extreme left of the second division when we should be cast off from the tug. At midnight cast off from our tow, and took my position as ordered, and remained until ordered forward by Lieutenant Remy. I then pulled for Sumter until ordered to halt by the officer of the first division, and again advanced by his order, grounding my boat near the south angle of the fort as the sentry hailed us, and discharged his musket; replied with a volley from our revolvers and were loading again, when the order was passed for us to stop firing; and to withdraw when shoving clear discovered several men in the water, picked them up, eight seamen and one marine from the Powhattan; the marine being badly wounded, thought it best to take him to the nearest vessel for medical attendance, and arrived at the flag-ship at 3.15 a. m. of 9th instant, and returned to camp of naval battery at 12 m.

Respectfully, your obedient servant,

Acting Ensign WM. KNAPP, *U. S. N.*

Ensign JAMES WALLACE,
Commanding Naval Battery, Morris Island, S. C.

NAVAL BATTERY, MORRIS ISLAND,
September 9, 1863.

SIR: I have the honor to report that on the evening of the 8th instant, in obedience to orders from Lieutenant G. C. Remey, commanding this battalion, I, with nineteen men, proceeded to report to Acting Master Hall, commanding one of the Canandaigua's boats, to take part in the assault on Fort Sumter. After casting loose from the tug Daffodil, Lieutenant Remey ordered us to take position on his left, we did so and followed him, in grounding our boat at the foot of the south bastion of the fort; while preparing to land we discovered some men swimming astern of us, and shoved off to try and pick them up; we succeeded in saving two marines belonging to the Powhatan. While performing this duty we discovered a steamer coming from behind the fort, and we again pulled for Sumter, and grounding our boat, delivered a volley with our small arms when the order was given to retreat; we shoved off and pulled out under a heavy fire from forts Moultrie and Johnson, the steamer firing grape and canister; we succeeded in reaching the flag-ship at 3.30 on the morning of the 9th.

Respectfully, your obedient servant,

THOS. HOLLINS,
Acting Master's Mate.

Ensign JAS. WALLACE,
Commanding Naval Battery, Morris Island.

UNITED STATES STEAM-SLOOP CANANDAIGUA,
Off Charleston, S. C., September 10, 1863.

SIR: I have respectfully to report that Master's Mate McCarty and ten of the crew of this ship who were detailed for the attack on Sumter on the night of the 8th instant are missing.

The names and rates of the men are as follows:

James Munroe, cockswain; William Mack, Daniel C. Cash, and Francis Garland, seamen; William E. Heald, ordinary seaman; Philip Hadnalt, Edward Martin, Thomas S. Meade, and Jeremiah Conners, landsmen; Aldric Febore, captain foretop.

Master's Mate McCarty, Daniel C. Cash, Francis Garland, Philip Hadnalt, Thomas S. Meade and Aldric Febore are, I understand, prisoners in Sumter. The remainder of the men are unaccounted for. The launch of which Mr. McCarty had charge is also missing.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, off Morris Island, S. C.

UNITED STATES STEAMSHIP NEW IRONSIDES,
Off Morris Island, September 9, 1863.

SIR: In obedience to your order I have to report that Ensign Benjamin H. Porter was taken prisoner in the assault upon Fort Sumter last night, being the only loss this ship sustained.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN, *Captain Commanding.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, Flag-Ship Philadelphia.

UNITED STATES STEAMSHIP POWHATAN,
Off Charleston, September 9, 1863.

ADMIRAL: I have the honor herewith to transmit a list of the casualties which occurred in the crew of this ship on the expedition to Fort Sumter last night:

Killed.—John Seargent, gunner's mate; James Emerick, landsman.

Wounded.—Corporal Hennis; Private John Haviland; Private Ball.

Missing.—Sailmaker Brayton; Acting Master's Mate Hovey; William Ritson, quartermaster; Francis Birmbaum, quarter-gunner; James Wilstead, landsman; William Simms, boatswain's mate; Thomas Coyley, seaman; Henry Defrates, chief foretop; Damon P. Schultz, cockswain; John Green, seaman; James Cowan, seaman; John R. Morris, ordinary seaman; William Underhill, ordinary seaman; Patrick Halloran, landsman; Earnest Bullheimer, seaman; William Warren, captain maintop; Francis Josephs, seaman; William Hill, seaman; John Nagle, landsman; Daniel Quigley, ordinary seaman; John McCrossin, landsman; David Davis, ordinary seaman; George Diemar, landsman; John Friedline, ordinary seaman; James B. Mitchell, landsman.

Marines.—Cully, corporal; White, private; Scanlan, private; Allen, private; Foy, private; McConigley, private; Kelley, private; Hall, private.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN, *Captain.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

UNITED STATES STEAMSHIP HOUSATONIC,
Off Charleston, September 9, 1863.

SIR: Agreeably to your order, per telegraph, I herewith enclose a list of officers and men missing from this ship who were volunteers in the expedition against Fort Sumter last night.

I am, very respectfully, your obedient servant,

C. W. PICKERING, *Captain.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

List of men in first launch.—Ensign C. H. Craven, commanding; Quartermaster John Williams, Quarter-gunner William Brown, Cockswain William Forrest, D. S. Milliken, C. H. Gardiner, T. H. Demgan, C. Hurd, C. E. Richards, James Jones, A. John, W. Caird, jr., W. S. Murphy, M. Daily, G. F. Allen, Thomas H. Wright, William Foller, G. M. Fairshild.

List of men in third cutter.—Acting Master's Mate E. Butler, commanding; Cockswain Frank Nelson, Solomon Peterson, A. Anderson, C. Findon, A. Garland, G. Schenck, F. C. Gould, Benjamin R. Balch, John Blackler, H. Fornister, D. Linneham, G. W. Whittle, W. Purington, Richard Johnson, Vernon Bennitt.

List of men in fourth cutter.—Lieutenant E. T. Brower, commanding; Third Assistant Engineer J. H. Harmory, Cockswain Thomas McCarty, Thomas D. Crawford, John Dillingham, H. B. Southerd, F. A. James, Victor Bartlett, Mar-

tin Bannar, (marine,) John Shupe, Timothy Daily, William Beeby, John Foley, Thos. Simpson, Richard Tinker, John A. Hyde.

Respectfully submitted:

C. W. PICKERING, *Captain.*

List of officers and men, from the United States steamer Housatonic, in the expedition against Fort Sumter, September 8, 1863; *missing, September* 9, 1863.

E. T. Brower, lieutenant; J. H. Harmany, third assistant engineer; Thos. McCarthy, cockswain; F. A. James, carpenter's mate; V. A. Bartlett, sailmaker's mate; Wm. Beeby, officer's steward; R. L. Tinker, nurse; M. Bannon, private, marines; Thos. Simpson, seaman; J. A. Hyde, ordinary seaman; J. M. Dillingham, ordinary seaman; John Keefe, ordinary seaman; Jos. Connaton, ordinary seaman; T. D. Crawford, landsman; H. B. Southard, landsman; Timothy Daly, landsman; John Foley, landsman.

JNO. S. WOOLSON.
Assistant paymaster.

UNITED STATES STEAMER POWHATAN,
Off Charleston, September 9, 1863.

ADMIRAL: I have the honor herewith to transmit the names of the officers and men sent from this ship on the expedition against Fort Sumpter yesterday:

Lieutenant Higginson, Lieutenant Pope, marine corps; Acting Master Hustatce, Acting Master's Mate Hovey, Sailmaker Brayton, Jno. Saggeant, gunner's mate; Wm. Rietson, quartermaster; Peter Darcey, quartermaster; Francis Birmaum, quartermaster; Francis Mansfield, captain foretop; James Welslead, landsman; Wm. Simms, boatswain's mate; James Coyley, seaman; Robt. Renwick, cockswain; Henry Defrates, captain foretop; Damon Schultz, cockswain; Jno. R. Green, seaman; John Williams, seaman; Jas. Cohen, seaman; James Buckley, landsman; Wm. Underhill, ordinary seaman; Earnest Ballheimer, seaman; James Bayley, landsman; Jas. Gallagher, landsman; Francis Josephs, landsman; Thos. Crommey, seaman; John Nagle, landsman; Victorine Josephs, seaman; Jno. McCosson, landsman; Jas. Lockeran, captain hold; George Dieman, landsman; James B. Mitchell, landsman; Jno. R. Morris, ordinary seaman; Henry Newman, landsman; Patrick Halloran, landsman; Thos. Haaley, cockswain; Wm. Brown, quarter-gunner; A. C. Iseminger, ordinary seaman; Natil Gamboni, landsman; Benj. Brown, landsman; Jas. O'Neill, landsman; Edw. Thayer, landsman; Jno. Winters, ordinary seaman; Benj. Daniels, landsman; Jno. Smith, landsman; Thos. Carroll, landsman; Wm. Ferguson, landsman; Geo. Lee, landsman; Wm. L. K. Howe, landsman; James Emerick, landsman; Chas. H. Davis, landsman; Jno. Triel, landsman; Wm. Warren, captain maintop; Wm. Hill, seaman; Daniel Quigley, ordinary seaman; David Davis, ordinary seaman; John Friedline, ordinary seaman; Jno. Wright, ordinary seaman; Charles Winters. Marines: Corporal Hennis, Corporal Culley, Private Allen, Private Ball, Private Duffy, Private Hall, Private Haviland, Private McDonough, Private McConigly, Private O'Brien, Private Stevenson, Private Shige, Private Scunlan, Private Foy, Private Taylor, Private White, Private Cunnon, Private Coyle, Private Kelley, Private Cosgriff.

I have the honor to be, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN, *Captain.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

UNITED STATES STEAM GUNBOAT WISSAHICKON,
Off Morris Island, S. C., September 9, 1863.

SIR: I have to report the following men as missing from this vessel since the engagement of last night:

Chas. Hilliard, boatswain's mate; Chas. B. Pyne, master-at-arms; Frederick Seedsman, quarter-gunner; Ambrose H. Gaines, seaman; John Pasque, ordinary seaman; William Hull, ordinary seaman; Philip McDeirtt, ordinary seaman; Jno. S. White, landsman; Thos. Flynn, landsman; Wm. O. Connor, landsman, being the crew of the second cutter; Lieutenant Commander Williams, and Acting Ensign E. G. Dayton, executive officer, are also missing.

I am, very respectfully, your obedient servant,

WALTER C. ODIORNE,
Acting Ensign.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

UNITED STATES STEAMER SLOOP CANANDAIGUA,
Off Charleston, S. C., September 9, 1863.

SIR: I have respectfully to report that all the officers and men furnished from this ship yesterday, as a part of the force for assaulting Fort Sumter, returned this morning.

Master's Mate C. S. McCarty, in charge of a launch and crew of thirteen men, and also four other men belonging to this ship, have been employed on picket duty on shore for several weeks past.

I understand Mr. McCarty, and Aldric Febore, one of four men assigned to Ensign Porter for special duty, were taken prisoners last night. The other three have returned to the ship. I have no knowledge of what has become of the launch and crew which Mr. McCarty had charge of, but shall send an officer on shore to-morrow to ascertain.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

U. S. MORTAR SCHOONER RACER,
Off Charleston, September 9, 1863.

SIR: I have the honor to make the following report. At 6.30 p. m., on the 8th, I received orders from the captain of the fleet to send two of my boats, with eight men, in charge of an officer, to the flag-steamer Philadelphia, to report to him for duty. At 7 p. m. I sent my first and second cutters, in charge of Acting Master's Mate J. F. Kavanagh, in obedience to said orders. At 5.30 this morning both boats returned in safety without loss or injury. Enclosed please find Mr. Kavanagh's report.

I am, sir, very respectfully, your obedient servant,

ALVIN PHINNEY,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston, S. C.

UNITED STATES MORTAR SCHOONER RACER,
Off Charleston, September 9, 1863.

SIR: I have the honor to make the following report:

In obedience to your orders I, at 7 p. m. last evening, reported for duty with first and second cutters, and eight men, to Lieutenant Preston, on board flag-ship Philadelphia, who ordered me to remain in charge of first cutter, and attached me to second division, under command of Lieutenant Remey, the second cutter being given in charge of another officer. At 9.30 received orders from Lieutenant Remey to go alongside of tug-boat and receive fourteen men from naval battery, making in all twenty men in boat. At 10.30 Ensign Wallace came on board, and took charge of boat; made fast to tow; was towed up above Wagner buoy, where we cast off, and were ordered to proceed to Fort Sumter. Pulled up to within twenty yards of fort, and laid on our oars for further orders. Received orders to follow boat on our right to SE. side of fort, where we lay within a boat's length of the shore, waiting for orders, the enemy firing at us from the fort with muskets and hand grenades. About this time we observed a rebel steamer coming down, and the boat on our right having kept away, leaving us alone, the steamer coming close to us, we pulled round to SW. side, where the remainder of the boats were, with the intention of finding the commander of our division. Not being able to find him, we remained there some ten minutes, (the fort firing musketry all the time.) The boats all having left, we dropped down and spoke our second cutter, and learned orders had been given to retreat. Took a wounded man out of another boat, and pulled down to the flag-ship. Put wounded man, Ensign Wallace, and extra men, on board. Took our second cutter in tow, and returned on board our vessel, having received no damage to men or boats.

Very respectfully, your obedient servant,

J. F. KAVANAUGH,
Acting Master's Mate.

Acting Master ALVIN PHINNEY,
Commanding United States Mortar Schooner Racer.

UNITED STATES STEAMER LODONA,
Charleston, September 9, 1863.

SIR: I have the honor to report the following named men of this ship, who participated in last night's attempt to storm Fort Sumter, as missing or wounded, as well as the loss of our first cutter:

David Welch, captain hold, missing.
John Brown, cockswain, do.
James Blake, seaman, do.
Nathaniel Sedan, seaman, do.
James Lawton, do. do.
Henry H. Howe, do. do.
William Morrison, ordinary seaman, missing.
James Whalley, landsman, do.
Austin Littlefield, landsman, do.
Leonard McComber, seaman, wounded slightly—on board.

I am, sir, very respectfully, &c.,

EDGAR BROADHEAD,
Acting Lieutenant Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

CAMP MARINE BATTALION,
Morris Island, September 9, 1863.

SIR: In accordance with your request, through Flag-Lieutenant Forrest, I have the honor to submit my experience in the attempted storming of Sumter by the naval forces last night.

We—the marines—arrived at the flag-ship, upon Light-House inlet, a short time before dark, in the tug Daffodil, from which we were transferred to launches. In these we lay some hours, and finally started towards Sumter, towed by the same tug. The boat in which I was was the first of some ten or twelve hanging to her port quarter. We steamed slowly up, the commanding naval officer's boat communicating with every iron-clad as we advanced; and, for that purpose, halting the column.

Thus we continued until nearly abreast of Moultrie, when, most unaccountably to us, the tug stopped, put about (not having cast off any of us) and stood directly down the harbor, zigzagging all the way as if her rudder gear made her unmanageable. The cry of "a strange boat" was passed from the rear of the column, and immediately, whether on that account or not we did not know, she cast us off. The painter of the Housatonic's launch, which was attached to our stern, got foul of the buoy before we had time to cast it off; and the tide setting in very strongly, made it very difficult to prevent capsizing both boats until we could get the painter cut. We succeeded, however, and then waited a few moments, supposing the tug would pick us up as soon as she had reconnoitred this "strange boat." No one in our boat or the Housatonic's heard the order "pull for Sumter," (which I have understood since was passed around.) We were completely at a loss what to do. The tug did not come back. We supposed, from the distance the tug had gone after putting about, we were some ways down the harbor again; and this belief seemed to derive confirmation from the fact that some one discovered the flag-ship through the gloom, (we not then being aware of her change of position.) We then felt certain that, for some unaccountable reason, the whole expedition had returned, and that we were cast off, to be dismissed as we came together.

I pulled to the Philadelphia to report for orders. You then sent for me to come on board, when, to your evident surprise, I acquainted you with what had occurred; and, after some conversation, you directed me to take to my boat and you would be out at once with a compass. Scarcely had I got in my boat when I saw two or three quick flashes of light, (musketry,) by which I found we were but a few hundred yards off Sumter. Before I could say "cast off" almost, the men were pulling lustily and in great spirits for the fort. We closed in rapidly among the other boats and got into the thick of the fight, when Moultrie and the other batteries opened. Every boat left us; the call all around was, "cease firing and draw off;" and, disgusted anew, we did so. After we got out a little I reconnoitred our position, and found the stampede was increasing and no boats on the ground. So, with the heavy, loaded down launch, we slowly made our way back to the flag-ship, where many boats were, and more were arriving.

Throughout I could see nothing but the utmost confusion, and am strongly inclined to think, had we been properly managed, judging from the excellent zeal and spirit which prevailed among the men, the fort might have been gained, and been now in our possession. Providentially no casualties occurred in my boat.

I am, sir, very respectfully, your obedient servant,

JOHN C. HARRIS,
Second Lieutenant U. S. M.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

MARINE BATTALION,
Morris Island, September 9, 1863.

SIR: As required by you, I make the following statement in relation to the boat expedition of last night to Fort Sumter.

I was in charge of a detachment of six officers, six sergeants, eight corporals, and eighty-six privates, and reported myself and command to Commander T. H. Stevens. I received instructions from the flag-lieutenant, Mr. Preston, that my command was to be detailed for several large launches, the names of which were given to Ensign Craven. I placed my men in them as he desired, by sections, with officers in them as far as I could. I was instructed to keep my command in the rear, and not to land until the sailors had done so; to fire on the enemy from our boats and cover the landing, and, as soon as they got in, to cease firing, land ourselves, and use the bayonet.

When the boats started I had all of mine next the tug, and was myself in a small four-oared boat on the quarter. The chief of the expedition was on the other quarter. After much delay the boats were cast off and in great confusion. The strong tide separated them, and I found it quite impossible to get all my boats together, as ordered. Such as I could find I ordered to keep behind, and pull in after the sailors, who were then advancing. We were soon discovered, and the fire began from the loop-holes and parapet. This my men returned briskly until a cry arose of "cease firing." Presuming that our sailors had landed, I called to the boats to cease firing and land; but, to my surprise, saw them all immediately turn and pull away after the crowd of others which were going out.

I called in vain to stop, and followed as fast as I could until I found that the leading boat was that of Captain Stevens, which Mr. Craven hailed and threatened to fire into, until informed whose it was. We asked what we were to do, and were told to go to the Daffodil. At this time neither of us in my boat believed that any one had landed at all. We returned on board the flagship. One of the officers of my command informed me that the negro sailors in his boat hid themselves in the boat and would not pull, and that he had to use force with them.

As far as my observation went, the boats seemed to be moving off as if ordered to do so, when I overtook them. Those officers and men who landed must have pulled in at once as soon as the tug cast off their boats, and so were already in when our heavy launches came up.

I find two lieutenants, two sergeants, two corporals, and twenty-five privates are missing, probably in the hands of the enemy, and one private wounded, on board the Memphis. It was very dark near the fort, and there was great confusion.

Very respectfully, your obedient servant,

C. G. McCAWLEY,
Captain United States Marines.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

CAMP MARINE BATTALION,
Morris Island, September 10, 1863.

ADMIRAL: Accompanying is the statement of the absent from my command, caused by the storming of Sumter by a detachment from this battalion on the night of the 8th instant.

It is furnished from the adjutant's office, based upon reports from companies.

I am, sir, very respectfully, your obedient servant,

EDWARD McDONALD REYNOLDS,
Captain Marines, Commanding Battalion.

Rear-Admiral J. A. DAHLGREN,
S. A. B. Squadron.

List of officers and men missing from marine battalion.

First Lieutenant C. H. Bradford, assistant quartermaster. Company A: Private Rogers, wounded on the Memphis. Company B: Second Lieutenant R. L. Meade, Orderly Sergeant Chisholm, Corporal Piggot, Privates McKenna, Mullen, Vanzant, McIntyre, Hurshfield, Johnson, Keiffer, Himes, Gardner, Long, Stansbury, Reynolds, Murphy, and Mallady. Company C: Sergeant Mulhall, Corporal Black, Privates Haynes, Hurley, Preston, Gettings, McKinley, McNeal, Bradshaw, Kassman, Walsh, Siddell, and Martin.

	1st Lieut.	2d Lieut.	Sergeants.	Corporals.	Soldiers.	Aggregate.
Staff	1	------	------	------	------	1
Company A	------	------	------	------	1	1
Company B	------	1	1	1	14	17
Company C	------	------	1	1	11	13
Total	1	1	2	2	26	32

JNO. C. HARRIS,
Second Lieutenant and Adjutant.

SERVICES OF THE NEW IRONSIDES AGAINST THE DEFENCES OF CHARLESTON.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, September 15, 1863.

SIR: I enclose herewith the reports concerning the part taken by the Ironsides in some of the recent actions, and concur with Captain Rowan in the estimate he takes of the services of the ship and ship's company, in which I consider himself as most conspicuous.

The spar deck, not included in the armor, exhibits evidence of the severe fire to which the vessel has been exposed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain S. C. Rowan.

UNITED STATES STEAMER NEW IRONSIDES,
Off Fort Wagner, Morris Island, S. C., September 10, 1863.

SIR: The Weehawken being hard aground off the pass between Sumter and Cummings's Point, the batteries from Fort Moultrie opened upon her. In obedience to orders, I moved this ship up (casting off the Memphis, which was at the time supplying me with shell) and anchored off buoy No. 3, interposing my ship, and completely covering the Weehawken from the fire of the enemy. The moment we anchored and commenced swinging head on to Fort Moultrie, the enemy opened a concentrated fire upon us which was terrific. Fortunately, however, we succeeded in getting her port broadside to bear by the time he had gotten our range. We opened slowly at first to get range on Moultrie, when I directed a very spirited and concentrated fire on that fort, which compelled it to slacken. I soon discovered that we suffered severely from their other batteries of 10-inch guns, between Moultrie and Beauregard, when I directed two guns to be opened on each of them. One of the heaviest guns in their works was dismounted, and the fire of the others sensibly slackened. I then directed one gun to continue rapid fire on each of these forts, and directed the remaining fire to open on Moultrie. The fire of all the forts slackened down to an occasional gun. when I directed a slow fire to be kept up to economize shell. The moment the enemy discovered this, he jumped from behind his sand bags and opened rapidly. I renewed our rapid fire and silenced him again. Having but 30 shells left, I directed the anchor to be weighed, keeping up a well-directed fire from such guns as were not rendered unavailable in working the cables and anchors, and so withdrew from action (for want of ammunition) without further molestation, after one of the severest artillery duels ever sustained by a ship through a space of two hours and fifty-five minutes.

It affords me great pleasure to bear testimony to the fine bearing, zeal, and gallantry of the divisional officers—Lieutenant H. B. Robeson, Acting Master George W. Domett, Acting Master John M. Skillings, Acting Ensign Charles W. Howard, and Ensign Benjamin H. Porter.

The captains of guns and their spirited crews have my warmest thanks for the splendid manner in which they handled their guns. Paymaster Russell has my thanks for great zeal and ability in command of the powder and shell division. I particularly recommend to your notice, and that of the department, the services of Lieutenant Commander Belknap, to whose zeal and ability as executive officer I am so much indebted, for his untiring efforts to make the ship efficient in every department, and for his fine judgment and bearing in carying out my orders as commander of the gun deck during the fourteen times this ship has been under the fire of the enemy's batteries.

The pilot, Mr. Benjamin Dorey, merits my thanks for the able manner in which he has handled this ship, particularly in working her up to Moultrie in the night without lights, bearings, or compass. * * * * *

I am happy to say I have but few casualties. The surgeon's report of them is enclosed.

I have the honor to be, very respectfully, your obedient servant,

J. C. ROWAN,
Captain Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Surgeon M. Duvall of casualties on the New Ironsides.

UNITED STATES SHIP NEW IRONSIDES,
Off Fort Wagner, South Carolina, September 11, 1863.

SIR: In obedience to order, I have to report that, in the action recently with the forts on Sullivan's island, Acting Master G. W. Domett was wounded in the upper lip from a splinter overhead, which cut through the lip and struck the gum. This was a slight wound which did not prevent Mr. Domett from directing his guns, nor has it interfered with his duty since. George M. Knapp, seaman, attached to gun No. 5, was wounded in the glans penis and prepuce by a splinter of iron, which was either a fragment of a shot or of a shutter. This fragment came in between the shutters nearly closed. This is a slight wound, but it renders it necessary to keep the patient recumbent. William Connell, ordinary seaman, contusion of knee, from a lever in working No. 6 gun. Mild case; will be restored in short time.

Very respectfully,

MARIUS DUVALL, *Surgeon.*

Captain S. C. ROWAN,
Commanding New Ironsides.

Report of Executive Officer H. B. Robeson of the firing of the New Ironsides.

UNITED STATES SHIP NEW IRONSIDES,
Off Morris Island, South Carolina, September 8, 1863.

SIR: I have the honor to make the following report of the firing of this ship during the recent engagements with the rebel defences of Charleston:

Name of vessel.	Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
				Yds.		
New Ironsides.....	Sept. 6, 1863	38	....	1300	Fort Wagner.	The report of Sept. 6
	Sept. 7, 1863	152	24	1200	Fort Moultrie.	includes firing from
	Sept. 8, 1863	483	70	1200	....do.....	meridian to sundown.

Very respectfully, your obedient servant,

H. B. ROBESON,
Lieutenant and Ordnance Officer.

Captain S. C. ROWAN,
Commanding New Ironsides.

DESTRUCTION OF SALT-WORKS NEAR DARIEN, GEORGIA.

UNITED STATES GUNBOAT SENECA,
Doboy Sound, Georgia, September 24, 1863.

SIR: On the night of the 22d instant I sent an armed boat's crew up the river, in charge of Acting Master G. W. Ewer. He destroyed the salt-works (alluded to in my letter of the 19th instant) known as the Hudson Place Salt-works, near Darien, Georgia, boilers, engine, vats, forge, &c., and brought off

James H. Lockwood, superintendent, his two children, and Henry Myers, a free negro. The other employés and two visitors (white men) fled at his approach. The works are situated within two miles of the encampment of a rebel company which pickets the first ridge of woodland back of the sea-island marshes; and in the manner of their demolition Mr. Ewer displayed promptitude and all the discretion requisite. His report is herewith forwarded for your fuller information.

In addition to the persons above mentioned, I have on board Freeman C. Keene, formerly a coasting captain, and his wife, and William Anderson, a free mulatto. Captain Keene is desirous to offer his services to the government, and refers to Acting Master Godfrey, who is at present, I believe, the pilot of the New Ironsides.

On the night of the 19th I sent an armed boat's crew, in charge of Acting Ensign George H. Wood, some thirty miles up the Altamaha river in unsuccessful search of the cotton-loaded steamer mentioned in my letter of that date. I understand she is one of two steamers, still in these waters, with which, some months ago, the rebels contemplated attacking the gunboat in the sound, after the fashion in which they attacked the Harriet Lane.

I inadvertently omitted to mention in my report previous to this, that on the night on which I led a boat expedition to the town of Darien we passed a burning schooner, high and dry on the marsh in the Darien river. The smoke had been seen shortly before the boats started. She had evidently run ashore the night before, in the midst of a violent gale, which, *par parenthese*, had all the characteristics of a cyclone, and a bird of the tern species, peculiar to the West Indies, flew on board this vessel. The schooner had a centre-board; her upper works seemed new; her masts had been cut away; her sails had been carried off, but not the rigging. I have information of a schooner which run into the South Newport river, about twelve days ago, with salt and liquors. I suppose this to be the same vessel, and that she was bound to Darien to take in cotton. I think so because her crew had no means of boating a cargo on one stormy day to any distance, and I have searched the vicinity thoroughly.

The statements of the refugees on board are interesting, and, I think, creible in the main. The rebel government takes a tithe of all agricultural produce, of live stock on hand, and of manufactures, in addition to the heavy taxes otherwise on real and personal estate. As regards the latter, one hundred dollars in gold is taxed at the rate of one thousand dollars in confederate money; one hundred dollars in silver as seven hundred and fifty dollars. They speak of smouldering disaffection to the insurgent powers, weariness of the war, and longings for the "old Union" as being very general throughout the State of Georgia, wherever opinion is whispered or dare be outspoken.

I have the honor to be, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Master G. W. Ewer.

UNITED STATES GUNBOAT SENECA,
Doboy Sound, Ga., September 23, 1863.

SIR: On the night of the 22d instant, in obedience to your order, I proceeded up the river, with an armed boat's crew, for the purpose of destroying the salt-works known as the "Hudson Place Salt-works," situated near Darien, Georgia.

I have to report the demolition of the works, and that, for all purposes of salt manufacture, they are now completely useless, the principal boilers being stove in, engine blown up, vats, &c., cut down.

The Hudson Place Salt-works, consisting of twenty-one boilers, steam-engines, vats, forge, &c., was in full operation, and turning out from ten to fifteen bushels per day. The employés, with the exception of James H. Lockwood, superintendent, and Henry Meyers, free negro, whom I brought off with me to the Seneca, took to their heels at my approach. I also brought off Mary L. and Arthur W., children of James H. Lockwood.

I am, very respectfully, your obedient servant,

G. W. EWER,
Acting Master.

Lieut. Commander WILLIAM GIBSON, Esq.

ATTEMPT TO BLOW UP THE NEW IRONSIDES.

FLAG-STEAMER PHILADELPHIA,
October 7, 1863.

SIR: Another attempt to blow up the Ironsides has been frustrated. About ten o'clock on the night of October 5 some explosions, as if of small-arms, were heard in the direction of the Ironsides. The duration was quite brief, and then all was still. As soon as I could reach the frigate I learned that a torpedo had been exploded near the Ironsides, and that Acting Ensign Howard had been mortally wounded by a shot from the torpedo vessel.

In the morning it appeared that a man had been picked up who admitted that he had been in the torpedo. His account was that the vessel was shaped like a cigar; had a maximum diameter of more than six feet; length he could not be sure of, but it was said to be about fifty feet. There were four persons in it. The torpedo contained sixty pounds of powder, was secured on a bar ten feet long projecting from the bow, and immersed perhaps six feet.

The vessel left Charleston about dark on the evening of the 5th instant, passed down outside of us, and then, returning, made for the Ironsides, and struck her fairly amidships. It was not quite ten o'clock, and many officers were still on deck. The torpedo was seen approaching and hailed, when some shots were fired from her, one of which wounded the officer of the deck mortally. Immediately the explosion followed, and the effect of the apparatus may be considered as complete, yet no impression is visible on the armor or exterior planking. The prisoner says that, fearing the explosion, he jumped overboard just as the torpedo was hailed.

After I had heard this prisoner, I learned that another had been taken, whom, however, I did not see, as the story of the first sufficiently explained the movements of the torpedo. About noon I learned from papers found on the last prisoner that he had been the commander of the torpedo, and was a lieutenant in the confederate navy. These papers (four in number) I transmit herewith, from which it seems that the vessel was called the David; probably to point to the presumed success against the Ironsides, which was to enact the Goliah. The project, it appears, had also been regularly concocted, as one document is dated September 6.

The report of Captain Rowan, the commander of the Ironsides, has not been received at this date.

* * * * * * * * * *

The outside of the hull near the locality of the explosion was examined by the divers, and it is reported to me verbally that no impression of any conse-

quence is to be seen, except, perhaps, the removal of some copper, which, by the way, has occurred in other places from other causes, and so leaves an opening to the worms.

I have the honor to be, &c.,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Rebel official documents.

WILMINGTON, *September* 6, 1863.

SIR: Sixty men, with three officers, viz: Dr. Griggs, Midshipman Clayton, and Midshipman Hogue, are placed under your command. You will proceed to Charleston with them without any delay, and report yourself and command to Flag-Officer John R. Tucker for duty.

Very respectfully, your obedient servant,

W. T. MUSE,
Commanding the North Carolina.

Lieut. W. T. GLASSELL, *Wilmington, N. C.*

SEPTEMBER 8, 1863.

Reported, with fifty-four men.

J. R. TUCKER,
Flag-Officer of Fleet

SPECIAL ORDERS, No. 186.

HEADQUARTERS DEPARTMENT OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., September 18, 1863.

VII. Lieutenant Glassell, C. S. N., having volunteered for the duty, will report to Brigadier General Ripley for special service against the fleet of the United States off this harbor. He will be assisted by Captain Theodore Stoney, as first officer, J. H. Toombs, engineer, and Charles Scemps and Joseph Ables, as assistants.

By command of General Beauregard.

Assistant Adjutant General.

Lieut. GLASSELL, C. S. N.

FLAG-SHIP CHARLESTON,
Charleston, September 22, 1863.

SIR: You will assume command of the torpedo steamer David, and, when ready, will proceed to operate against the enemy's fleet off Charleston harbor, with the view of destroying as many of the enemy's vessels as possible, reporting the result to me.

Very respectfully, &c.,

JOHN R. TUCKER,
Flag-Officer, Commanding C. S. Naval Forces, Charleston Harbor.

Lieut. Comd'g W. T. GLASSELL, C. N.,
Commanding Steamer David, Charleston, S. C.

FLAG-SHIP CHARLESTON,
Charleston, September 18, 1863.

SIR: By a recent letter received from the department I find that the detachment of officers and men under your command were intended to form a part of the boat party under Lieutenant Commanding Rochelle.

You will be pleased to report the officers and men who are not otherwise provided for to Lieutenant Commanding Rochelle for duty, with the exception of yourself, you being regarded as on special service for the present.

Very respectfully, your obedient servant,

J. R. TUCKER,
Flag-Officer, Commanding Fleet.

Lieut. W. T. GLASSELL, *Charleston, S. C.*

Report of Captain S. C. Rowan.

UNITED STATES STEAMER NEW IRONSIDES,
Off Morris Island, South Carolina, October 6, 1863.

SIR: I have the honor to report the circumstances attending the explosion of a torpedo against the side of the ship last night at a quarter past nine o'clock.

About a minute before the explosion a small object was seen by the sentinels and hailed by them as a boat, and also by Mr. Howard, officer of the deck, from the gangway. Receiving no answer, he gave the order "fire into her;" the sentinels delivered their fire, and immediately the ship received a very severe blow from the explosion, throwing a column of water upon the spar deck and into the engine-room. The object fired at proved to be (as I subsequently learned from one of the prisoners) a torpedo steamer, shaped like a cigar, fifty feet long by five feet in diameter, and of great speed, and so submerged that the only portion of her visible was the coamings of her hatch, which were only two feet above the water's edge, and about ten feet in length.

The torpedo boat was commanded by Lieutenant Commanding Glassell, formerly a lieutenant in our navy, and now our prisoner. He states that the explosion threw a column of water over the little craft which put out the fires and left it without motive power, and it drifted past the ship.

Nothing could be seen from the gun deck, and to fire at random would endanger the fleet of transport and other vessels near us. The marine guard and musketeers on the spar deck saw a small object at which a very severe fire was kept up until it drifted out of sight, when two of the monitors, the Weehawken and Catskill, passed under our stern and were close to it, when it suddenly disappeared; two of our cutters were despatched in search of it, but returned without success.

I hope our fire destroyed the torpedo steamer, and infer the fact from the statement of Lieutenant Commanding Glassell, who acknowledges that he and Engineer Toombs, and pilot, who constituted the crew at the time of the explosion, were compelled to abandon the vessel, and, being provided with life-preservers, swam for their lives. Glassell hailed one of our coal schooners as he drifted past, and was rescued from a grave he designed for the crew of this ship.

Very respectfully, your obedient servant,

S. C. ROWAN,
Captain, Commanding.

Rear-Admiral JNO. A. DAHLGREN,
Commanding S. A. B. Squadron.

EASTERN GULF SQUADRON.

Report of Acting Master J. A. Pennell of the destruction of salt-works near St. Joseph.

UNITED STATES BARK ETHAN ALLEN,
St. Joseph's Bay, January 10, 1863.

SIR: I have the honor to report to you the destruction of a very large salt manufactory, about three miles south of the old tower of St. Joseph's, and three-fourths of a mile inland from the beach. On the morning of the 9th, at 3 o'clock a. m., I got under way, stood up the bay and anchored just at daylight abreast of where I supposed the salt-works to be. Sent three boats, in charge of A. Weston, acting master and executive officer, Samuel McCormick, acting ensign, and John Wilcox, acting master's mate, with forty men. They landed; found the works as I had been previously informed. The workmen must have left on the approach of the boats, as my officers informed me that their breakfasts were cooking over the fire, and the salt-works in full operation.

The works were capable of making seventy-five bushels of salt per day.

This is the fourth salt manufactory I have destroyed since I have been on this station.

I am, very respectfully, your obedient servant,

J. A. PENNELL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding E. G. B. Squadron.

EXPEDITIONS TO SMYRNA, FLORIDA, AND UP INDIAN RIVER.

UNITED STATES FLAG-SHIP ST. LAWRENCE,
Key West, March 10, 1863.

SIR: I enclose an interesting report of an expedition made by the boats of the Sagamore to the town of Smyrna for the purpose of capturing or destroying a vessel loaded with cotton, in which a brisk engagement of twenty minutes' duration occurred, resulting in the destruction of the vessel, and, unfortunately, also in a loss on our side of one killed and five wounded. The officers and men of the expedition appear to have behaved with great spirit and judgment; and, in my opinion, the promotion of Acting Master's Mate Jefferson A. Slamm, who commanded the party, to the grade of acting ensign would be not only a proper acknowledgment of his conduct on the occasion, and a step warranted by his general deportment and ability, but would also incite others to emulate his example.

I enclose also a report from Volunteer Acting Master's Mate Henry A. Crane, of the Sagamore, whose history and services merit the attention of the department. He came off to one of our vessels from Indian river some time in December last, and offered his own services, together with those of seven other residents, in behalf of the government, promising to furnish their own arms and boats. By my directions they were received as supernumeraries on the books

of the Sagamore in order to confer a legality upon their hostile proceedings against the rebels—Mr. Crane being rated as volunteer acting master's mate, one of the others as first-class fireman, and the other six as landsmen. Their subsequent operations, in concert with the boats of the Sagamore and Gem of the Sea, have been of efficient service in clearing out the rebels from Indian river, and in breaking up their connexion with the lawless traders of Nassau; and it is scarcely too much to say that, without the local knowledge and personal acquaintance possessed by these men, it would have been nearly impossible to effect this very desirable object. This last achievement of theirs, wholly unassisted as they were, against nearly double their own number, and showing such determined bravery and endurance, is of a brilliancy to merit special recognition from the government. The results of their expedition, consisting of a sloop and a boat, together with thirty-five bales of sea-island cotton, arrived here this morning in the Sagamore.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander Earl English.

UNITED STATES GUNBOAT SAGAMORE,
Off Indian River Inlet, Florida, March 4, 1863.

SIR: Whilst blockading at Indian river I received perfectly reliable information that a schooner was in Mosquito inlet, Florida, loading with cotton. Having understood that there was no blockading vessel stationed off there, I proceeded to that place, leaving the United States bark Gem of the Sea at this, arriving there on the 28th day of February. The schooner could be seen inside. Not wishing to expose my crew, when I was under the impression they had a gun planted in such a position as to rake any boats that might attempt to pass up the narrow river, I therefore threw a few shells over in hopes I might force them to fire her. Failing to accomplish this, on the morning of the 2d instant I started an expedition in to cut her out, or burn her, under charge of Acting Master's Mate J. A. Slamm. Enclosed I send a copy of Acting Master's Mate Slamm's report of the result of the expedition, also the medical officer's report. I regret to report the death of Hugh Maguire, seaman, and other casualties.

The result of the expedition, and the manner in which it was conducted, under so young an officer, deserves commendation.

I had every reason to believe they would have met with firm resistance from the time of entering the river until getting out.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding E. G. Blockading Squadron.

Report of Acting Master's Mate J. A. Slamm.

UNITED STATES GUNBOAT SAGAMORE,
Off Mosquito Inlet, Fla., March 2, 1863.

SIR: In obedience to your order, dated March 1, directing me to proceed with a boat expedition for the purpose of cutting out or burning a schooner sup-

posed to be laden with cotton, near the town of Smyrna, I left the ship at 5 o'clock a. m. with the following boats and volunteers, viz: Ship's launch, with myself, assisted by Third Assistant Engineer F. G. Coggin, and a crew of thirteen men; 1st cutter in charge of Acting Master's Mate Franklin E. Ford, with seven men; 2d cutter in charge of Acting Master's Mate Charles R. Fleming, with eleven men; gig in charge of Acting Master's Mate George B. Sidell, with five men.

The boats proceeded up the river and sighted the schooner without meeting any resistance, when I suddenly discovered that she had been fired by a party that was seen to run on board. The cutters were then ordered to board and bring her out if possible, while I shelled the banks and bushes. In boarding they were fired upon by what appeared to be a party of some twenty-five or thirty men concealed in the bushes behind an embankment close to her. Finding it impossible to extinguish the fire—the vessel hard and fast on the bottom, the tide still falling, and the object of the expedition being accomplished—I deemed it folly to expose my men longer, and so ordered a return to the ship. I regret to state, while in the act of boarding, Hugh Maguire, seaman, was shot dead, and the majority of the 1st cutter were wounded. Acting Master's Mate Franklin E. Ford, of the 1st cutter, although wounded himself, shot one of the enemy dead while in the act of firing on the boarding party, and his coolness during the whole affair deserves especial praise. The engagement lasted about twenty minutes. From appearances, the enemy must have suffered badly with the continual discharges of canister at short range. On our return the boats were fired upon for about half a mile by scattered parties concealed along the banks, which was well replied to.

The officers and men conducted themselves and performed their duties with entire satisfaction, and proved themselves to be composed of the *right material.*

The schooner was about one hundred and fifty tons burden, laden with cotton, and apparently ready to sail; only waiting, I should judge, for the spring tides to cross the bar.

There appeared to be quite a considerable amount of cotton in a storehouse a short distance from where the schooner was moored; not deeming it safe to land my small party, I could not destroy it.

I expended in ammunition the following, viz: Eight canister, four shrapnell, two shells, and six rounds for the rifles.

In conclusion, I regret to submit the following list of casualties, viz: Killed —Hugh Maguire, seaman. Wounded—Acting Master's Mate Franklin E. Ford; Levi K. Green, captain of forecastle; Roswell C. Lewis, seaman; John McCann, ordinary seaman; Neil McDonald, seaman.

Very respectfully, your obedient servant,

JEFF. A. SLAMM,
Acting Master's Mate.

Lieut. Comd'r EARL ENGLISH,
Commanding United States Gunboat Sagamore.

—

Assistant Surgeon W. K. Schofield's report of casualties.

UNITED STATES GUNBOAT SAGAMORE,
Off Mosquito Inlet, Florida, March 2, 1863.

SIR: I have to report the following casualties resulting from the engagement of the boats with the enemy to-day:

Killed, one: Hugh Maguire, seaman, gunshot wound of chest.

Severely wounded, three: Roswell C. Lewis, seaman, rifle ball through chest

and left lung; Neil McDonald, seaman, hand; John McCann, ordinary seaman, arm.

Slightly wounded, three: Franklin E. Ford, acting master's mate, gunshot wound of hip; Levi K. Green, captain of forecastle, shoulder; Timothy Sullivan, coalheaver, leg.

I am, very respectfully, your obedient servant,

WALTER K. SCHOFIELD,
Assistant Surgeon.

EARL ENGLISH,
Lieutenant Commander.

Report of Acting Master's Mate Henry A. Crane, of an expedition up Indian river.

OFF INDIAN RIVER, FLORIDA,
March 4, 1863.

SIR: Since my last from Jupiter inlet, dated February 8, I beg leave to report that on the 12th ultimo I succeeded in finding a lot of articles pertaining to the light-house at that place, together with 58 sacks of salt, chest of tools, sails, &c., &c.

In obedience to your instructions, dated January 4, I proceeded up the river on the 20th February. I deemed it prudent to move at night, exclusively, to prevent observation and alarm.

On the morning of the 22d laid by in the narrows of Indian river, and explored a lagoon eastward, discovering several places where cotton had been stowed, and at the eastern end, also a perfect ship-yard, with a trail leading to the beach. From this point we had a full view of the blockading bark, your steamer, &c., &c.; could easily see boats leaving either vessel; this point has been used as one of observation.

On the morning of the 23d reached a cove some five miles above the mouth of St. Sebastian river, on the eastern side, and about 2 o'clock p. m. discovered a schooner bearing down and apparently filled with men. From their numbers and general careless manner upon the deck, I at once arrived at the conclusion that they were rebels, designing to act on the offensive.

Allowing them to run well down, stripping the disguise from my boat, determined to attack them, whatever their numbers, at my own time and place. Running under foresail, keeping the eastern side, and at sunset reached the narrows, where I knew they must bring up, and lowering all sail, having quite a current in our favor. The moon was high and shone very clear. Keeping out of view as much as possible until she set was important, as the darkness would favor our disparity of numbers. At or near midnight the masts of the schooner were visible, and could easily hear the crew hauling her over the oyster bars. At this juncture I placed a man in our stern with instructions to push us for her with all his force. In a few minutes we were alongside, mounted her deck and demanded a surrender, which was instantly complied with, securing their arms, correspondence, &c. I found twelve men on board of the vessel, she been entirely empty, and proved to be the Charm, Captain Titus, from Nassau, N. P. Ordering the sails hoisted, we found on our bow a vessel some distance from us. I determined to run her down at all hazards, and came near doing so, when we were informed it was a sloop loaded with cotton, and no one on board. Placing two men on her, reducing my party to five, ran down for the inlet, distant some eighteen miles, reaching there on the morning of the 27th, being seventy-two hours on our feet, and with very little refreshment.

On the morning of the 28th, finding our steamer gone, and quite exhausted, hailed the bark Gem of the Sea, and asked assistance. At the request of Captain Baxter I reported to him and turned over the provisions, schooner, and cotton sloop to him, who quite urgently advised my remaining until the arrival of our steamer. Our condition made rest desirable.

To the inflexible firmness of my party am I indebted for the successful result, all of which is respectfully submitted.

I am your obedient servant,

HENRY A. CRANE,
Volunteer Acting Master's Mate.

Lieut. Com'dr EARL ENGLISH,
Commanding United States Gunboat Sagamore.

BOAT EXPEDITION TO BAYPORT, FLORIDA, UNDER LIEUTENANT COMMANDER McCAULEY.

Acting Rear-Admiral Bailey's report.

UNITED STATES FLAG-SHIP ST. LAWRENCE,
Key West, April 21, 1863.

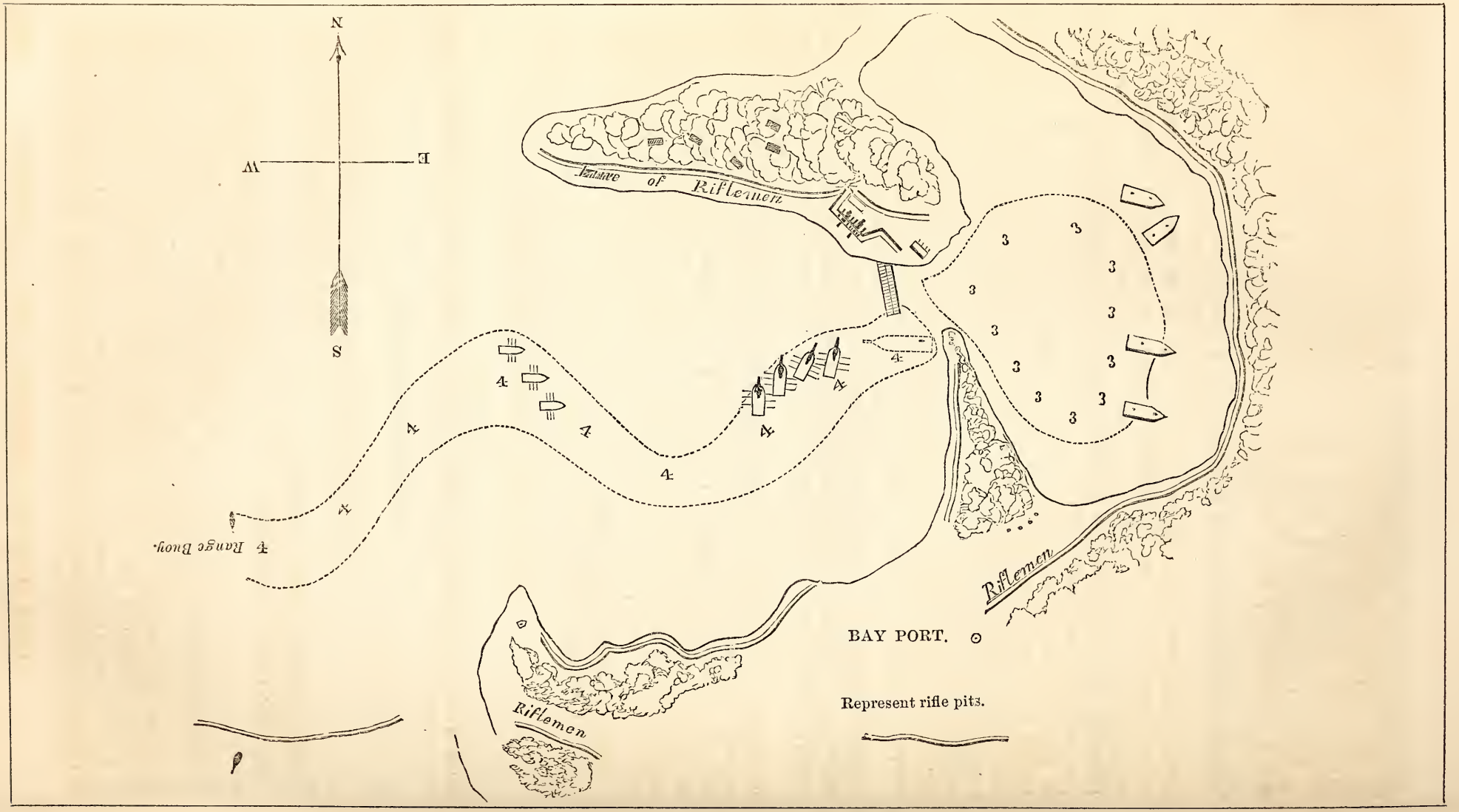
SIR: Under date of March 24 I directed Lieutenant Commander English to proceed in the gunboat Sagamore, accompanied by the two armed launches of this vessel to Cedar keys, there to arrange the details of a boat expedition, under the immediate command of Lieutenant Commander McCauley, for the purpose of scouring the coast between the Suwannee river and the Anclote keys, where it was believed many small crafts were engaged in evading and violating the blockade.

A launch and cutter from the Sagamore, and others from the Fort Henry, together with an ambulance boat, were added to the force; and the whole proceeded direct to Bayport, while the Sagamore remained in the offing to prevent the escape of the rebel vessels.

The weather throughout was most unfavorable, and many unforeseen obstacles presented themselves at every step; but yet the main object of the expedition was handsomely accomplished. The sloop Helen, of Crystal river, loaded with corn, was burnt; and then the boats made a movement towards a large schooner at anchor inside loaded with cotton, (said to contain 300 bales,) but were arrested by the fire of a two-gun battery on shore and of a goodly number of riflemen concealed in the woods. A brisk engagement of half an hour ensued, and the rebels were driven from their guns and rifle-pits with some loss, certainly one killed and three wounded, and probably more, although our launches and their guns were partially disabled by their own rapid firing and consequent violence of the recoil. Fortunately the enemy's aim was so wild that their shot went mostly over the heads of our party, and but one man was hurt on our side, and he not seriously.

This little action seems to have been conducted with coolness and judgment, and to have been fought with spirit and bravery.

Meantime the rebels had set fire to the schooner, and the engagement was continued on our side, by shelling the woods, until all possibility of extinguishing the flames had disappeared, when, as our object had been accomplished, as several of our guns had been disabled, and as the pilot gave warning that the tide would soon leave the boats high and dry, they retired beyond the range of the battery, and waited until the masts of the schooner fell, and until the vessel herself had entirely disappeared.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Range Buoy.
Riflemen
Riflemen
BAY PORT.
Represent rifle pits.

The expedition then proceeded to the Chassahowitzka river, thence to Crystal river, the Homosassa, the Withlacoochee, and the Wakassa; but they were so delayed by head winds and currents, and by the sluggishness of one of the launches, that they necessarily made but slow progress, only seventy-five miles in five days, and consequently the news of their coming preceded them, and of course nothing was found along the coast within their reach. The same causes prevented their effecting a surprise on extending their operations to the Suwannee river.

Lieutenant Commander McCauley speaks in the highest terms of the conduct of his men, their alacrity, spirit and coolness, both while under fire from the enemy, and while laboring along the coast, day and night, under every disadvantage of wind, tide, and weather.

I enclose the report of the medical officer of the expedition, and also a sketch of the affair at Bayport.

It should have been mentioned that on the appearance of our forces at Bayport several launches were moved inside the bayou, where they could not be reached without undue exposure of the men, and where no adequate results could be gained.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

—

Assistant Surgeon W. K. Schofield's report of casualties.

UNITED STATES GUNBOAT SAGAMORE,
Cedar Keys, Florida, April 6, 1863.

SIR: I have to report the following casualty, resulting from the engagement of the boats with the enemy at Bayport, Florida, April 4, 1863:

John Baptiste, seaman, slightly injured, gun-shot wound of shoulder.

I am, very respectfully, your obedient servant,

WALTER K. SCHOFIELD,
Assistant Surgeon, United States Navy.

EARL ENGLISH,
Lieutenant Commander.

UNFORTUNATE BOAT RECONNOISSANCE AT ST. ANDREW'S BAY, FLORIDA

UNITED STATES FLAG-SHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I enclose herewith the report of Acting Master John Sherrill, commanding bark Roebuck, of an unfortunate affair, in which Acting Master James Folger, and the launch's crew of eleven men, were engaged, and which resulted in the death of two of the men, and the wounding of six.

It seems that Captain Sherrill, having heard that a vessel was loading with cotton up St. Andrew's bay, sent up his launch and crew to reconnoitre. For some reason, of which I am not advised, Mr. Folger, in charge of the party, made a landing. The boat's crew were fired upon by a large guerrilla force with fatal effect, and barely escaped with their lives, Mr. Folger himself payin g

dearly for his incautiousness, as the report shows. I think the landing was ill advised.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master John Sherrill, of the Roebuck.

UNITED STATES BARK ROEBUCK,
St. Andrew's Bay, March 20, 1863.

SIR: I have to inform the department that this morning I sent the launch of this vessel with an armed crew of eleven men, in charge of Acting Master James Folger, up the bay on a reconnoissance. The boat returned at 2 o'clock p. m., the crew having been attacked by a guerilla party of over fifty (50) men, and met with the following severe loss:

Killed.—Thomas King, seaman; Ralph B. Snow, ordinary seaman.

Wounded.—Acting Master James Folger, severely; Robert Wilkes, captain of forecastle, mortally; Andrew K. Snyder, landsman, mortally; Neil O'Donnell, landsman, mortally; Charles Sweet, seaman, slightly; George H. French, ordinary seaman, slightly.

The body of Ralph B. Snow was not brought off. Thomas Wylie, ordinary seaman, and James Kitchen, landsman, deserve much credit for bringing the boat off safely when nearly all the rest of the crew were killed or wounded.

I have the honor to be, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master U. S. Navy, Com'dg U. S. Bark Roebuck.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Acting Assistant Surgeon M. G. Racfley's report of casualties.

UNITED STATES BARK ROEBUCK,
St. Andrew's Bay, Florida, March 21, 1863.

SIR: I have to report the following casualties of the attack by guerillas upon our boat's crew at St. Andrew's town Florida:

Killed.—Thomas King, seaman, shot through the head. Ralph B. Snow, ordinary seaman, reported shot through the head; his body was not recovered.

Wounded mortally.—Robert Wilkes, captain of forecastle, wounded in seven places with three balls and four buckshots; one of the balls entered the umbilical region; another ball entered the right forearm, and grazing the elbow joint, broke the humerus in its lower third; the other wounds are flesh-wounds. Neal O'Donnell, landsman, received two balls in the upper half of his right humerus, fracturing it badly; a buckshot in right shoulder; another buckshot through the auricle of right ear, lodging in the cheek; and still another in the right thigh. Andrew K. Snyder, landsman, wounded in the head with buckshot, penetrating the skull, and a ball in right forearm, shattering the ulna.

Wounded severely.—James Folger, acting master and executive officer, struck

on the right knee apparently by a rifle ball, which, after grazing the upper extremity of the pibula, was lost in the soft parts. George French, ordinary seaman, received a flesh-wound in his right forearm by a ball, and another slight wound on the left hand.

Wounded slightly.—Charles Sweet, seaman, ball grazing right shoulder and left side of throat. James Kitchen, landsman, cut wound in right foot.

Very respectfully, your obedient servant,

MAX G. RAEFLE,
Acting Assistant Surgeon.

Acting Master JOHN SHERRILL,
Commanding United States Bark Roebuck.

REBEL ABUSE OF A FLAG OF TRUCE AND TREACHEROUS CONDUCT OF THE REBELS AT GADSDIN'S POINT, FLORIDA.

UNITED STATES FLAG-SHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I have to report the following: On the 27th ultimo, as the bark Pursuit was lying off Gadsdin's Point, in Tampa bay, on blockade, a smoke was discovered on the beach, and shortly afterwards three persons made their appearance, waving a white flag. Acting Volunteer Lieutenant Randall, in command of the Pursuit, supposing them to be escaped contrabands, or others, wishing to communicate with the vessel, sent a boat in, in charge of Acting Master H. K. Lapham, with a flag of truce flying. On the boat's nearing the beach, two of the parties were seen to be clothed in female apparel, with their hands and faces blackened, and one of them appeared to be overcome with joy, exclaiming "Thank God! Thank God!" "I am free."

On the boat's touching the beach, the female dresses were thrown off, and it then became evident that they were white men disguised for the purpose of decoying the boat on shore. Immediately afterwards about one hundred armed men arose from the bushes around about, and demanded the surrender of the boat, which being refused, they fired a volley of musketry into her, wounding the officer in charge of her and three of the crew. The fire was returned by the boat's crew, some firing and the rest hauling the boat off, until they were out of range.

As soon as the firing commenced the Pursuit was sprung, and her battery brought to bear, and four shells fired amongst the rebels, but probably without effect. The gunboat Tahoma arriving at Tampa bay the next day, her commander having been informed of the treacherous conduct of the rebels, ordered the Pursuit down the bay, and proceeded with the United States schooner Beauregard up to bombard the town. It blowing a norther at the time, it was impossible to do anything more than to try the range of the Beauregard's rifle, which was done with satisfactory results.

On the 2d instant the commander of the Tahoma, while returning to his vessel from a close inspection of the battery, had three shots fired at him. The Beauregard was then sent as near the battery as was possible, and both vessels commenced firing on the town, hitting some of the houses, but what other damage was done could not be ascertained. I herewith enclose the acting assistant surgeon's report of the wounded on board the bark Pursuit.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Acting Assistant Surgeon H. K. Wheeler's report of casualties in boat engagement.

UNITED STATES BARK PURSUIT,
Off Tampa, Florida, March 27, 1863.

SIR: I have to report the following casualties resulting from the boat engagement to-day. Henry K. Lapham, acting master, gunshot wound of left arm, fracturing the humerus severely; Edward K. Smith, seaman, gunshot wound of right lower lip, the ball striking the teeth, came out below, and external to the jaw, severely; Frederick A. Brayman, landsman, slightly, gunshot wound of the back; John Peters, landsman, slightly, gunshot wound of scalp.

I am, respectfully, your obedient servant,

HORACE K. WHEELER,
Acting Assistant Surgeon.

WM. P. RANDALL,
Acting Volunteer Lieut. Com'g.

EXPEDITION TO OCKLOCKONNEE RIVER, FLORIDA, TO CUT OUT THE SCHOONER ONWARD.

UNITED STATES FRIGATE ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I enclose herewith the report of an expedition from the United States bark Amanda, for the purpose of cutting out the schooner Onward, about to load in the Oclockhonee river with a cargo of cotton.

The expedition resulted in the destruction of the vessel, and this result was accomplished, as the report shows, in the face of obstacles, and was characterized from first to last by the exhibition of much coolness and bravery. I regret to report the death of James Mooney, seaman, shot through the heart, and the wounding of five men, and of Acting Master R. J. Hoffner, commanding the expedition; the latter has a musket ball lodged in his neck, and not yet extracted. Under advice of the board of medical survey, I have granted him permission to proceed north, as stated in my communication number 124.

I have the honor to be your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES BARK AMANDA,
St. George's Sound, Florida, March 27, 1863.

SIR: I hereby enclose the report of my executive officer of the gallant cutting out of the schooner Onward, in the Ocklockonnee river, by the boats of the Amanda.

He is now on board the Hudson, dangerously wounded. The surgeon's list of killed and wounded I herewith enclose.

I must cordially and unreservedly commend Mr. Hoffner and his gallant subordinates, Mr. Shaffer (lately rated a master's mate,) and also the crew, to

the consideration of the department and yourself. The praise belongs to them; the blame, if any, is attached to myself.

I am, sir, respectfully, your obedient servant,

GEO. E. WELCH,
Acting Volunteer Lieut. Com'dg.

Acting Rear-Admiral THEODORUS BAILEY,
Com'dg Eastern Division, Gulf Squadron, Key West, Florida.

Orders to Acting Master R. J. Hoffner.

UNITED STATES BARK AMANDA,
St. George's Sound, Florida, March 20, 1863.

SIR: With the launch and sloop Breckenridge, under your command, you will please proceed to the mouth of the Ocklockonnee river, where, under the guidance of John Yeomans, you will find a schooner loading with cotton; capture her, if possible, and bring her to this ship. You had better not go further than the eastern end of Dog island before dark. Wait there until nightfall, and then, under cover of the darkness, make all haste for the object of the expedition.

I am, respectfully, your obedient servant,

GEO. E. WELCH,
Acting Volunteer Lieut. Com'dg.

R. J. HOFFNER,
Acting Master and Ex. Officer.

Report of Acting Master R. J. Hoffner.

UNITED STATES STEAMER HENDRICK HUDSON,
St. Mark's Blockading Station, Thursday, March 26, 1863.

SIR: I send you the earliest information of our whereabouts and the success of our expedition, although attended with very many difficulties and more fatality than I anticipated. My report, as well as this note, is written while lying on my back and in some pain; still I am in hopes that you will be able to make out enough to feel satisfied that I have done all in my power to finish the work to your satisfaction. This will be handed you by Mr. Shaffer, who will be able to state full accounts verbally. I am in hopes to be on board to-morrow, when I will give you the full particulars. Myself and wounded men are doing well, and I think they had better remain until the steamer comes down. In hopes the result will meet your favorable approbation,

I am, sir, very respectfully,

R. J. HOFFNER,
Act'g Master and Ex. Officer, Com'dg Expedition.

Acting Volunteer Lieut. GEO. E. WELCH.

Report of Acting Master Richard J. Hoffner, in charge of expedition to cut out schooner Onward.

Friday, March 20, 1863, left the ship in charge of two boats manned by twenty-seven men, two officers and a pilot, to proceed to the Ocklockonnee river for the purpose of cutting out and capturing a schooner supposed to be loaded

with cotton. At 10 a. m. fairly under way; at 12 thick fog, lost sight of launch; at 2 p. m. clearing off, made the launch to windward and found ourselves about halfway along Dog island, wind east; beat up to east end of the island and found the wind and tide ahead and too strong to make way against. At 8 p. m. made a harbor for the night. At daylight, March 21, under way, strong breeze eastward, working to windward; sea heavy for boats, causing me to work up inside shoal. At Turkey Point, when close in shore, had three shots fired at us from salt-works, said to be worked by a man named Jackson. After clearing shoals worked up to South Point, wind still ahead and too much distance to finish my work; anchored for the night. March 22, at daylight, worked up to Bald Head Point and waited for night tide; started again at 8 and got foul of a quantity of oyster banks; at 11 worked clear, took launch in tow, and with a fair wind sailed for the mouth of the Ocklockonnee river. About 2 a. m., March 23, arrived at the head of the bay and could not find the entrance; beating about till daylight; boat grounded some dozen of times. I became fearful of discovery, and instructed the pilot to find his way out of a complete trap, and if possible get deep water and run back. Just then the mouth of the river appeared open, and all hands wishing and agreeing, concluded to steer for and proceed in search of the schooner. Wind fair. About 8 a. m. came in sight of a dismasted vessel lying close to starboard bank; at same time found we were discovered by the people on board, who manned their boats and made for the shore. I despatched the launch to cut the boat off, but found her a little too late. The launch, with Mr. Shaffer, boarded the schooner a few minutes after 8 a. m., and I with the sloop in about two minutes after, and took charge under the flag of the United States of America. Captured at same time an old man and boy, but could get little information from them. Hove up anchor and put launch ahead; having about two hours tide, towed down the river. About 11 a. m. tide done, anchored about two miles below the ferry; at 5 under way, launch ahead, relieving the oarsmen every two hours; about eight got clear of the entrance in safety, steering for the bay channel; about 9, unfortunately grounded, (having run one-half the distance to sea;) made every effort to get off, and after lowering an anchor had to let the vessel lay until the return of tide. Set the watches and allowed the men to take the first good sleep since leaving the ship. At daylight, March 24, tide suiting early, vessel all afloat, started again with about two hours' work to clear all danger, when, after moving about a half mile and sounding in the boat, found we had taken the wrong channel, and grounded again; got out the anchor and lines to the shore, and worked hard to get her off, but of no avail. Made ready to fire the vessel and cleared up, recapped and primed afresh all small arms, howitzer loaded with canister, and all fully prepared for defence; the ground before us being a pine forest, and with some knowledge (from the old man taken) of the troops being some distance, concluded to wait the next tide. About 11.30 a. m discovered horsemen approaching at some distance; they wheeled off and appeared to be going away; all hands to quarters, the tide going down so low as to ground the boats; about 12 found the horsemen, about forty, and various squads of foot (in all, about two hundred) coming quite near, running from tree to tree and taking position to attack. At this time one gun fired from the shore was answered with ten muskets from the vessel at the nearest persons. The battle had begun; sharp fire from the shore with Minie rifles, every shot striking on board the vessel. The howitzer, with canister, was then fired, but with what effect was not known, the shore party being concealed behind trees. Our firing was kept up brisk when anything appeared to be shot at. One man was shot by our musket; when a squad appeared of some twenty we dropped a shrapnell among them; the effect must have been severe, as all that could get away left, some of them remaining, and I have every reason to believe a number were wounded. The howitzer not having a good chance to work, I fired but few

shots with it, but depended more on musketry. The little breastwork that we were enabled to get up keeping our men close to this, the tide flowing fast and boats floating, I concluded to fire the vessel, embark howitzer, and retreat in boats, having the anchor out astern and the vessel drawing but three and a half feet of water, was fearful of her swinging close in shore, as we were not more than two hundred and fifty yards from the shore then. After holding on about one and a half hour unlimbered and embarked howitzer under cover of musketry, embarked launch's crew, applied the match at four different fires, jumped into the sloop and attempted to leave. On swinging from the vessel found that the boats touched; all hands jumped out and dragged them about half a mile over mud flats. During this time the whole force of the enemy playing upon us in good style. James Mooney at this time was killed instantly, shot through the heart, the ball passing through his body. At the same time I received a rifle ball in the right side of the neck, passing around the back and lodging in the left side, deeply imbedded in the muscles. Other men were struck about the same time, but no man, except one, failed; every one doing his best under all circumstances, working or fighting, and being ably assisted by Mr. Shaffer. After hard dragging, and perfectly exhausted, we succeeded in getting in deep water and out of danger. I would call your attention to Henry Leary, who, after a severe wound in the chest and losing his own boat, caught mine and remained on board some five minutes before giving up. After getting in the channel I concluded to make for the St. Mark's blockade for assistance, and arrived on board the United States steamer Hendrick Hudson, Acting Volunteer Lieutenant David Cate, about 3 p. m., where every comfort and attention that lay in the power of commander, officers and men, were given us, particularly the wounded. Myself, with Mr. Shaffer and my crew, do offer our thanks for the kindness received on board the Hendrick Hudson.

RICHARD J. HOFFNER,
Acting Master and Executive Officer.

Casualties.

Killed.—James Mooney.

Wounded.—R. J. Hoffner, acting master, wounded in neck; Henry Leary, landsman, wounded in chest; Owen McManus, cockswain, wounded in arm; William Wallace, landsman, wounded in head; James Halsen, cockswain, wounded in head; James Reynolds, landsman, wounded in leg.

Assistant Surgeon Higginbotham's report of casualties.

UNITED STATES BARK AMANDA,
East Pass, St. George's Sound, March 27, 1863.

SIR: I have to report the following casualties, the result of an attack on the expedition sent by you to cut out the schooner Onward, at the Ocklockonnee river, on Tuesday morning, March 24, 1863.

Killed.—James Mooney, captain forecastle, New York.

Wounded—Owen McMann, cockswain, England, slight wound in the arm; Samuel Reynolds, landsman, New York, wound in the leg; William Wallace, landsman, England, slight wound in head, ball passing through the ear; James Halson, cockswain, Norway, slight scalp wound; Benjamin Davis, quartermaster, Virginia, wound in the hand; Matthew Evans, very slight wound in back of the hand; Richard J. Hoffner, acting master, severe wound in the neck.

Of the eight wounded, James Halson, Benjamin Davis and Matthew Evans are able to return to duty.

I am, very respectfully, your obedient servant,

GEORGE B. HIGGINBOTHAM,
Acting Assistant Surgeon United States Navy.

Acting Volunteer Lieut. GEORGE E. WELCH,
United States Navy, Comd'g U. S. Bark Amanda.

ACTING REAR-ADMIRAL BAILEY'S REPORT OF DESTRUCTION OF SALT-WORKS NEAR ALLIGATOR BAY.

UNITED STATES FLAG-SHIP SAN JACINTO,
Key West, July 6, 1863.

SIR: I have received an interesting report from Lieutenant Commander A. F. Crossman, of the steamer Somerset, from which it appears that, after having devoted about a week to saving from the wreck of the Amanda all that could have been turned to account by the enemy, as well as what was of service to himself, (including six 32-pounders, a quantity of kentledge, 253 solid shot, 30 shells, some spars and iron work, over a hundred fathoms of chain-cable, one kedge, about a barrel full of loose grape and canister, and some water-casks,) during which operation his crew labored cheerfully in the sun and water under the cover of the Somerset's guns, he next turned his attention to sounding out the various channels about the east pass of St. George's sound, ascertaining the changes wrought by the recent hurricane, and replacing the buoys that had been swept away. Having satisfactorily completed this work, he sent the boats of the Somerset to reconnoitre the sound to the eastward, sound out some channels, and specially to determine the precise locality of some extensive salt-works which had been in operation, since the commencement of the rebellion, near Alligator bay.

This duty was well performed by Acting Master Thomas Chatfield; and on the information gained Lieutenant Commander Crossman determined to attempt the destruction of these salt-works. For this purpose the Somerset was brought within 1,100 yards of the shore, and within range of the works; the works were shelled, and the boats, with sixty-five seamen and marines, were sent on shore, together with a party from the engineer's division, armed with sledge-hammers to break the salt-boilers, all under the immediate command of Acting Master Chatfield. Those armed with muskets were deployed as skirmishers in the rear of the settlements to protect the working party, who, in their turn, performed the duty intrusted to them in a thorough manner. Four district stations were demolished, sixty-five salt-kettles destroyed, more than 200 bushels of salt scattered over the sand, and about thirty huts and houses, with all their appurtenances for constructing and repairing the works, burnt to the ground. Lieutenant Commander Crossman compliments Acting Master Chatfield upon the officer-like ability displayed in the management of his armed men, owing to which, and to the previous and effective shelling of the woods, no resistance was attempted by the enemy. Information, however, was brought that some cavalry were *en route* for the place; but the work was handsomely accomplished before their arrival, and our force was withdrawn without the loss of a single man. Lieutenant Commander Crossman also confirms the report, received directly from Lieutenant Commander George U. Morris of the steamer Port Royal, and indirectly from several other sources, of the disaster to the rebel gunboat Chattahoochie. Her boiler exploded, killing and disabling all on board but eighteen; among the

killed were four officers. The vessel is sunk, and shattered past the possibility of recovering and making future use of her.

The vigilance and activity of this squadron is attested by the fact, mentioned in some intercepted rebel correspondence, that out of fifty-two vessels which have left Havana since the 1st of April for the purpose of running the blockade, but seven have succeeded, and the rest have been brought into this port. This statement speaks well for the officers and men under my command.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comd'g E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

ACTING REAR-ADMIRAL BAILEY'S REPORT OF A BOAT EXPEDITION UP ST. MARK'S RIVER, UNDER LIEUTENANT COMMANDER CROSSMAN.

UNITED STATES FLAG-SHIP SAN JACINTO,
Key West, July 30, 1863.

SIR: I have to report that an expedition, consisting of five armed boats from the steamer Somerset, and three from the steamer Stars and Stripes, together with an ambulance boat, the whole under Lieutenant Commander Crossman, and numbering 130 persons, started up the St. Mark's river on the night of the 12th instant, mainly with a view to make a thorough reconnoissance, and incidentally, also, to inflicting such damages upon the enemy as the circumstances might render feasible. Every precaution was taken to avoid observation until such time as an opportunity should present itself for striking an unexpected blow; but the promise of ruin was not kept, and this, together with the unfortunate vigilance and promptness of a picket stationed at Port Leon, rendered further secrecy impossible. A few shots were exchanged and one of our men slightly wounded; and as their signal fires and alarm guns showed an instant state of readiness, as also it was known that 600 rebel troops could be concentrated at an hour's notice, the boats were withdrawn, having first ascertained that the channel was obstructed, about 1,000 yards below Port Leon, so that the vessels could not pass up. Under the circumstances, any further operations in that direction were wisely abandoned, beyond throwing a few shells at the trains which were bringing in troops from Tallahassee, and burning the stairway of the light-house where a lookout is kept.

Lieutenant Commander Crossman then turned his attention to some salt-works on Marsh island, near the Ocklockonnee river, from which it was supposed the men had probably been called in for the defence of St. Mark's, and where, consequently, our men destroyed fifty salt-boilers, together with the buildings attached, and some sixty bushels of salt, without opposition or loss, besides capturing three prisoners and rescuing six contrabands.

Lieutenant Commander Crossman is warm in his commendation of the officers and men of both vessels acting under his orders, both as to their spirit and efficiency; and I am constrained to express the same opinion of him.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

EXPEDITION TO TAMPA BAY.—DESTRUCTION OF BLOCKADE RUNNERS.

UNITED STATES FLAG-SHIP SAN JACINTO,
Key West, October 24, 1863.

SIR: I have to report the destruction of the blockade running steamer Scottish Chief, and of the sloop Kate Dale, in Hillsboro' river, by an armed expedition from the United States gunboats Tahoma and Adela.

Having learned that these vessels were loading with cotton, and about to sail, and being apprehensive that, by reason of their light draught, they would escape the blockading vessel, I sent Lieutenant Commander Semmes to Tampa bay to destroy them. It was planned between myself and Captain Semmes that he should, with the Tahoma, assisted by the Adela, divert attention from the real object of the expedition, by shelling the fort and town; and that, under cover of the night, men should be landed at a point on Old Tampa bay, distant from the fort, to proceed overland to the point on the Hillsboro' river, where the blockade runners lay, there to destroy them. This plan was successfully carried out, but not without a considerable loss.

On the 16th instant the Tahoma and Adela ran in abreast of the batteries, and shelled them slowly during the day. The firing was in an unusual degree accurate and precise. At dark, as soon as the moon went down, a force, consisting of Acting Ensigns J. P. Randall and J. G. Kœhler, with sixty men from the Tahoma, and of Acting Ensigns Stemberry and Balch, and Acting First Assistant Engineer Bennett, with forty men from the Adela, and Acting Master's Mate Crane, and Mr. J. A. Thompson, guides, were landed at Ballast Point. The expedition was under the immediate command of Acting Master T. R. Harris, executive officer of the Tahoma. The line of march was quietly taken up for the river, under the guidance of Mr. J. A. Thompson, who, being too ill to walk, was borne in a litter. A march of fourteen miles (rendered circuitous by the necessity of avoiding houses, creeks, &c.) brought the party before daylight to the river bank.

As soon as it was light the vessels were discovered on the opposite bank. The force was thereupon moved to a point opposite where they lay, and those on board brought under aim of the rifles, and ordered to send a boat, which they did. A detachment thereupon was sent to bring over the vessels, and to make prisoners of those on board. At this time two men succeeded in escaping from the vessel, who carried the alarm to the garrison. The vessels, meantime, were fired effectually, and the force thereupon set out upon its return. Encountering an armed party near the beach, a charge was made, and two rebels made prisoners. The beach, finally, was safely reached without loss, and pickets were stationed and the party rested, waiting the arrival of the boats then being despatched from the Tahoma and Adela. While so resting, word was brought that a detachment of cavalry and one of infantry was advancing; the party was formed to resist an attack, and the boats having arrived the embarcation commenced; while this was proceeding the rebels opened fire. The first and second division, with seven prisoners, proceeded in an orderly manner to the boats; the third division (spread out that the rebels might not fire into a mass) returned the fire energetically, and with great coolness and bravery. The Adela, meantime, shelled the woods (in which the rebels were concealed, and from which they fired) with shrapnell. The first and second divisions having embarked, the *rear-guard*, on receiving the order so to do, followed. This rear-guard stood nobly to their post, protecting the retreat under an extremely severe fire from a concealed enemy, loading and firing with the coolness of target practice. and finally leaving quietly at the word of command, bearing with them their wounded. The rebels were under the command of Captain (late United States senator) Westcott, and were so-called "regulars."

The retreat to the boats was admirably conducted by Acting Master Harris, and the expedition throughout was characterized by a disciplined courage on the part of both officers and men. The force suffered severely at the beach, and both courage and discipline were called for.

Our loss was as follows:

Killed.—James Warrall, seaman, Tahoma; John Roddy, seaman, Adela; Joseph O'Donnell, seaman, Adela.

Ten were wounded, (including Acting Ensigns Randall and Koehler,) and two seriously. Four were made prisoners.

In reporting these losses Lieutenant Commander Semmes observes: "I regret sincerely our loss, yet I feel a great degree of satisfaction in having impressed the rebels with the idea that blockade-running vessels are not safe, even up the Hillsboro' river."

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

WESTERN GULF SQUADRON.

DESTRUCTION OF SALT-WORKS AT CEDAR LAKE, TEXAS.

UNITED STATES SHIP MORNING LIGHT,
Off Valasco, November 28, 1862.

SIR: On the 27th instant I anchored the ship in 3½ fathoms water at a place called Cedar lake, and sent three boats' crews and officers to destroy an extensive and valuable salt manufactory I discovered the day previous, which duty was most effectually performed, together with all the machinery, carts, and implements; also destroying several tons of salt, which was packed in hide bags for inland transport, and returned to the ship without an accident.

This morning I sent another expedition about four miles further down the coast, the wind at that time not allowing the ship to cover the beach. While in the act of destroying the works, which were not very extensive, a mounted troop of guerillas charged on them, driving them to their boats; one man surrendered, or was taken prisoner; the rest escaped to the boats, when a sharp skirmish took place, in which we had one man killed, one shot through the arm, not seriously, and nearly all slightly wounded, but now on duty. In the mean time a slight breeze enabled me to approach the beach with the ship, when we most effectually routed them from the beach.

I seriously regret any accident happening to the expedition, as great caution was used.

I refer you to a copy of Acting Master Washburn's report for particulars.

Hoping the transaction will meet your approval, as well as the conduct of my officers and men,

I remain, sir, very respectfully, your obedient servant,

JOHN DILLINGHAM,
Acting Master, Commanding U. S. Ship Morning Light.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

P. S. The salt manufactory we destroyed was quite new. The one we partially destroyed was rendered unfit for present use; both seemed to have been got up at great expense and labor.

My ship draws nearly 17 feet water, and as it is necessary to go into three fathoms water to get a convenient range for our guns, I cannot do much with the ship without great risk.

A small tender with a rifled gun would clear the whole coast of salt-works, without endangering the men.

Very respectfully, &c.,

J. DILLINGHAM.

Rear-Admiral D. G. FARRAGUT.

Report of Acting Master H. W. Washburn.

UNITED STATES SHIP MORNING LIGHT,
November 27, 1862.

SIR: Agreable to your orders, we have this day destroyed the extensive salt manufactory near Cedar lake, Texas.

Acting Master Fowler with one party destroyed one factory of eight large kettles, and all the buildings belonging to it. I with another party destroying those extending to the northward, consisting of four large tubular boilers, ten large and four small kettles.

The whole amount of salt ready packed for transportation was not far from ten tons, all of which was ruined.

Acting Master's Mate G. H. Rice with three boats covered our retreat in case of attack from the guerillas, a number of whom were mounted and were watching our movements. All connected with the expedition were prompt in executing and obedient to orders.

Yours, respectfully,

HENRY W. WASHBURN,
Acting Master and Executive Officer.

JOHN DILLINGHAM, Esq.,
Acting Master, Commanding U. S. Steamer Morning Light.

Casualties on the Morning Light.

UNITED STATES SHIP MORNING LIGHT,
Off coast of Texas, near Valasco, November 28, 1862.

SIR: In obedience to your orders, on discovering that our boats' crews, in the morning's expedition, were fired on by the enemy, I proceeded in the gig with all possible despatch to their assistance, accompanied by my steward and nurse, with such instruments and necessaries as might be needed. I met the boats a short distance from the shore, and finding that the wounded required no immediate attention, I ordered them all on board without delay, and then proceeded to investigate thoroughly the extent of injuries received, and have to report you the following list of casualties:

Killed.—Thomas Jones, ordinary seaman, gunshot wound in the mouth, passing backward into the spinal column. Also one between the sixth and seventh ribs, in the middle of the right side, penetrating the lungs. He died almost instantly.

Wounded.—Michael Sugru, seaman, in the middle of the left forearm; a musket ball struck the radius, fracturing it slightly, passing round its outer side, and lodging under the skin, opposite the point of entrance. William Thomas, ordinary seaman, flesh wound, quite to the bone, about one inch from the upper end of the sternum, near its left edge, as if made by a buckshot nearly spent. Peter LeProvo, seaman, scalp penetrated on the top of the head. The ball entered the front of his cap, wounding the scalp on its way, and passing out of the cap behind. H. W. Washburn, acting master and executive officer, a contused wound, very slight, along the outer side of the right forearm. Geo. H. Rice, master's mate, struck on the left wrist by a spent ball. Summary: killed, 1; wounded, 5.

The wounded are doing well, and are well on duty, except the first two.

Very respectfully, your obedient servant,

J. W. SHRIFY,
Acting Assistant Surgeon United States Navy.

Acting Master JOHN DILLINGHAM,
Commanding U. S. Steamer Morning Light.

Report of Acting Master H. W. Washburn.

UNITED STATES SHIP MORNING LIGHT,
November 28, 1862.

SIR: Agreable to your orders, I this day landed with the crew of the first cutter, covered by the third cutter, under charge of Acting Master's Mate G. H. Rice, for the purpose of destroying a salt manufactory near the southwest end of Cedar lake.

We were unable to effectually destroy it, having been attacked by a body of mounted rebels, numbering about forty, and a large number of footmen, who were able to approach us unseen in the grass.

In retiring, Wm. Thompson, captain forecastle, was taken prisoner; Thomas Jones, ordinary seaman, killed by a ball through his head.

Peter LeProvo, captain after guard, wounded; Michael Sugru, seaman, left arm broken by a ball; Wm. Thomas, ordinary seaman, wounded in the breast.

I am unable to state, positively, the number of the enemy killed, but think it not far from four, as that number was seen to fall from their horses.

Acting Master's Mate G. H. Rice covered our retreat finely. I would also mention Assistant Paymaster W. S. Blunt as having behaved bravely.

Nearly all in the boats were slightly wounded, and the boats completely riddled with balls or slugs.

Yours, respectfully,

HENRY W. WASHBURN,
Acting Master and Executive Officer.

Acting Master JOHN DILLINGHAM, Esq.,
Commanding United States Steamer Morning Light.

EXPEDITION TO CAPTURE AN ARMED SCHOONER NEAR CORPUS CHRISTI.

UNITED STATES STEAMER SACHEM,
Aransas Bay, Texas, December 8, 1862.

SIR: I beg leave to make the following report:

I caused to be captured on the night of the 6th instant, about 9 p. m., a small schooner and sloop loaded with salt—about four hundred bushels—and three men, belonging to Corpus Christi. I learned from them at once of an armed confederate schooner having left Corpus Christi for the pass for the alleged purpose of sounding the channel. I at once went on board of United States barque Arthur and reported the same to her commanding officer, Lieutenant T. F. Wade. It was thought best to send an expedition to capture her; the Arthur to proceed in advance to Corpus Christi pass, while a boat expedition from the Sachem proceeded by way of Corpus Christi bay. The Arthur accordingly got under way at 3 a. m., and the boats from this vessel at 6 a. m., consisting of eighteen men and two boats, in charge of Mr. A. H. Reynolds, acting ensign, and G. C. Dolliver, master's mate. After proceeding about twenty-eight miles, a schooner hove in sight, standing towards Corpus Christi. She at once changed her course, and stood direct for Corpus Christi pass, Mr. Reynolds and the expedition chasing her, and, then about five miles astern, the chase was continued for eight miles, and at 11 a. m., when within about one hundred and fifty yards of the pass, and then under a high bluff of land called Padre island, being hard pressed by the boats, she was run ashore, officers and soldiers abandoning her, and took refuge behind sand hills. As soon as our boats rounded the point of land, they were attacked by volleys of musketry

from behind those hills, wounding Mr. Reynolds badly, killing two of the Sachem's crew, and wounding two more, also killing a man, a refugee from Corpus Christi, who asked as a favor to join the expedition. Mr. Reynolds's party being within thirty yards of the enemy, he was compelled to land his men opposite on Mustang island, where he could choose his distance, and there fought the enemy for one hour and a half, defending his boats. Receiving another wound in the mean time, and finding all hopes of assistance from the barque impossible, was compelled to abandon his boats, bringing his wounded off with him, and making his retreat to this vessel by land to this bay, a distance of thirty miles, and arriving on board at 12 midnight.

I at once sent a boat on board the Arthur for her doctor, who came in and cared for the wounded. Mr. Reynolds is badly wounded, one man severely, and one slightly.

It was ascertained that the rebels had considerable force on Padre islan besides the forces on the schooner.

I cannot say too much in favor of Mr. Reynolds in so ably conducting this expedition against such odds as were brought against him, and as a brave and very efficient officer. And Mr. Reynolds compliments Mr. Dolliver to me for rendering him very efficient service during the whole engagement, but especially after Mr. Reynolds having received the last and most severe wound, which I most cheerfully recommend for your consideration.

The names of the killed and wounded are Mr. A. H. Reynollds, acting ensign, two wounds in right side, badly; Thomas Mollman, in right arm, slightly; John Carey, landsman, in breast, &c., severely; William Nicholson, landsman, killed, shot through the head; Benjamin F. Cowen, landsman, killed, shot through the breast; and Peter Baxter, a refugee from Corpus Christi and a native of the city of Perth, Scotland, killed.

Very respectfully, your obedient servant,

AMOS JOHNSON,
Acting Master, Commanding.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

P. S.—I wish to state also that all the arms were saved, excepting those of the killed and those belonging to John Carey, severely wounded.

REPORT OF LIEUTENANT COMMANDER A. W. WEAVER OF ENGAGEMENTS WITH REBEL BATTERIES ON THE MISSISSIPPI.

UNITED STATES GUNBOAT WINONA,
Mississippi River, December 14, 1862.

SIR: I have to report that while this vessel was at anchor near the Essex- off the upper end of Profit island, just at early daylight a rebel battery of field-pieces opened fire on her. We at once returned their fire with grape, canister and shrapnell, but they had taken up such a position during the night, without being observed, that they were enabled to rake this vessel repeatedly, without our being able to return an effective fire. I attempted to heave up the anchor, only having a short scope of chain out, but the enemy's fire was so heavy and well directed that I was obliged to slip the chain. We steamed up towards the Essex, and in doing so the pilot ran the vessel aground, but fortunately we backed off and made fast to the starboard side of the Essex, when both vessels backed down the river. During the engagement this vessel was struck twenty-seven times in the hull, spars and rigging, many of the shot cutting her up badly. The enemy, not noticing the Essex, directed his whole fire at us.

I regret to say that Acting Master's Mate David Vincent was mortally wounded, and has since died. On my way down the river, when just below Profit island, a battalion of infantry opened fire on us from the east bank, to which we replied with grape, canister and shrapnell, but, owing to the protection the levee afforded them, with very little effect, although our firing was rapid and well directed.

During the engagements we expended sixty-two rounds of grape, canister and shrapnell.

In conclusion, I have to state that during the fight the officers and men exhibited that coolness, courage and zeal, which I had every reason to expect from them.

Very respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

DESTRUCTION OF SALT WORKS AT ST. ANDREW'S BAY AND ON COAST OF TEXAS.

FLAG-SHIP HARTFORD,
New Orleans, December 17, 1862.

SIR: I have the honor herewith to enclose a report from Lieutenant Commander Hart, also one of Acting Master Commanding G. W. Brown, of the destruction of the salt-works near St. Andrew's bay.

I also enclose a report from Acting Master Commanding Dillingham of salt-works destroyed on the coast of Texas.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander J. E. Hart, Commanding United States Steamer Albatross.

UNITED STATES STEAMER ALBATROSS,
At Sea, December 9, 1862.

SIR: On the 14th of November I proceeded to sea, in obedience to your orders of the 5th, taking in tow the United States brig Bohio, Acting Master George W. Brown, commanding; that vessel being placed under my command by Commodore Henry H. Bell, to assist me in destroying the salt-works on the coast, between Pensacola and St. Andrew's bay, Florida.

Along this part of the coast there were but few salt-works to be found until we reached a place called Phillips's inlet, (not laid down on the chart)—this was the only spot that had the appearance of doing any business in the salt line; but the surf was so heavy that our boats could not land without wetting the arms and ammunition of their crews. I deemed it prudent to wait for a smooth time, so that I could effectually destroy all their works. Carefully noticing and counting all their furnaces as I went, I continued on my course until I reached St. Andrew's bay, off the entrance of which I anchored.

A boat from the United States schooner Wanderer came off to us; and on the following day, (16th November,) the wind having veered round to the southward and eastward, bringing in a heavy swell, I again took the Bohio in tow, ran in and anchored under shelter of Hurricane island.

During the afternoon I took two armed boats to reconnoitre, and pulled into an arm of St. Andrew's bay that extends due west, and is only separated from the sea for fifteen or sixteen miles by a narrow strip of land, in many places less than a quarter of a mile wide. I wanted to see if it was quite possible for me to get with an armed force to the rear of the salt-works at Phillips's inlet, and destroy them in that way.

I found I could not get at them without a march of over six miles through the sand, and that my best way was, when the sea was smooth, to land in our boats. By taking this little trip, however, I chanced to see and learn the extent of the salt manufactories along the shores of the bays or bayous and creeks of St. Andrew's bay. It quite surprised me, and I felt sure that if I did all that I could to destroy them I would not exceed your orders, which were to run up the coast and destroy the salt-works between this place (Pensacola) and St. Andrew's bay. I saw the smoke of a very large number, and when I returned on board that night the sky was lit up, both to the eastward and westward, away inland, for a long distance. I afterwards learned that they not having been molested here, had collected in great numbers.

On the 17th, the Wanderer in attempting to work up the bay got aground; and I went to her assistance with the steamer, and concluded to follow her up the bay to the town of St. Andrew's. With the exception of three men and two women, the place was deserted. There were boats hauled upon the beach and under sheds that were serviceable, and which I set fire to and otherwise destroyed at the suggestion of Acting Master Turner, of the Wanderer, who thought they might be put to improper use, and if manned and armed could give great annoyance in endeavoring to capture the boats of the schooner, carrying salt across the bay, or running the blockade. Within a few miles of the town I destroyed several salt pans, with their furnaces, pumps, tubs, gutters, &c.; two or three sets of these pans were made of the coast survey harbor buoys cut in two; each half would hold over one hundred and fifty gallons of sea water.

We found ourselves, while at anchor off the town, constantly watched by a company of cavalry, numbering, as near as we could learn, about ninety men; they took good care, however, to keep out of harm's way. For a whole week we sent out armed boats to reconnoitre in all directions, and to destroy all boats, salt pans, &c., in the neighborhood. On the morning of the 24th November, at 4 a. m., I started off with an expedition under my command in the direction of North bay. The Bohio furnished two boats and thirty men, one of the boats having a howitzer; and the Albatross armed and equipped three boats with thirty men, besides a working gang of coalheavers and firemen with sledge-hammers, top-mauls, coal-chisels and axes. The officers belonging to the Albatross which accompanied the expedition were Acting Master Theodore B. Dubois and Acting Ensign John H. Harris.

We proceeded up an arm of St. Andrew's bay, called North bay, for about twelve or fourteen miles, and reached a point of land, where we concluded to rest until broad daylight. The bay was very wide at this point and a fog hung over the water, preventing us from seeing which way to go. As soon as we lay on our oars we thought we heard voices on shore. Pulling in the direction, we soon ascertained that we were near quite a number of people, and as we came nearer we not only heard voices, but we heard dogs barking and horses neighing, and we felt quite sure we had stumbled upon a company of cavalry and soldiers, for day was breaking, and what we afterwards found out were canvas-covered wagons we then mistook for tents. I thought I would startle them, and ordered a shell to be sent over their heads, and in a minute there

never was heard such shouting and confusion; they seemed not to know which way to run. Some of their mules and horses they succeeded in harnessing to the wagons, and some they run off to the woods beyond as fast as they could be driven, a shell every now and then over their heads making them hurry faster. The water was so shoal that our men had to wade over two hundred yards through the water over a muddy bottom to the shore, and before they reached it the people had all left, and we could just see them through the woods at a long distance off. We threw out pickets, and Acting Master Brown, with the men belonging to the Bohio, took one direction, and I, with my men and officers, took the other, and with top-mauls, axes, sledge-hammers, and shovels, we commenced the destruction of salt-kettles, salt-pans, and mason work, for we had got into a settlement of salt workers. To give you an idea of our seven hours' labor I refer you to the accompanying report of Acting Master Brown and list, and also my list of salt-kettles.

To render everything completely unfit for future use we had to knock down all the brick work, to destroy the salt already made, to knock in the heads and set fire to the barrels, boxes, and everything that would hold salt; to burn the sheds and houses in which it was stowed, and to disable and burn up the wagons that we found loaded with it. The kettles, being such as are used in making sugar, we knew the capacity of by the marks on them, but the salt-pans we could only tell by measurement, which we had no time to do; so that our total estimate of the amount of sea water that was boiling in them when we arrived is far short of what it really was. Our pickets brought in five white men and three negroes; the white men were paroled and the negroes were brought away by us. To our surprise we heard that we had driven off nine hundred men and boys, all of whom had been here for some months. They had all heard of the frequent attacks upon them by the boats of Admiral Lardner's squadron, and some of them had come from salt-works further down the coast. After we finished with these here we pulled to another place four miles distant. The people saw our boats coming, and they commenced putting out their fires and securing their kettles. We gave chase, and Acting Master Du Bois, after a dead run of three miles across a swamp and two creeks, with eight or ten men, succeeded in capturing five wagons, which he let go after breaking the kettles that were in them. At this place we destroyed over forty furnaces and sheds, besides pumps and kettles.

After this day's work and a pull of thirty miles altogether, our men returned to their vessels, and, strange to say, that although nearly all were wet through as high as the waist all day long, there had not been one sick.

On the morning of the 26th, at 3 a. m., with a force of the same number of men and boats, and with two howitzers mounted, we quietly pulled with muffled oars in another direction to the eastward. At daybreak we landed at a place where there were a number of salt-works in full operation, and set fire to and destroyed the sheds and firewood, and salt-pots and pans. There were thirty altogether here, but many of the kettles had been taken away. Three miles beyond was another place where we found extensive preparations for making salt, and the arrangements were complete in every way. Here were large furnaces that had never been used, and there were brick kilns and sheds for drying bricks, an excellent claying soil. All their sheds and furnaces, &c., we destroyed or rendered useless. Beyond this place, thirteen miles distant, we were informed was another large settlement, called California inlet, where there were said to be a thousand salt makers, under the protection of a large body of cavalry. As our boat's crew had already pulled eighteen miles and had destroyed a number of salt-works, and were wet and somewhat tired, I thought it not advisable to add thirteen miles more to it; their condition when they returned to their vessels, after such a day's work, would have been anything but a proper one. However, our day's work was not yet finished, for on our way back we

discovered that we had passed in the dark three or four small salt-works, which we visited and destroyed.

On the 28th November we dropped down to the entrance of St. Andrew's bay and prepared for sea. The wind came out from the southward and westward, with rain and foggy weather, and with a heavy swell on, and we were detained until the 30th, when we saw a strange sail to the southward. Got under way and stood out towards her; but the weather getting hazy, we lost sight of her. Again visited the salt-works along the shores towards the east end of Santa Rosa island, but could not effect a safe and dry landing to our armed boats and crews, and returned to the anchorage behind Hurricane island, where my consort the Bohio lay. The following week we had rain, fog, and southerly winds. Our boats were employed visiting the upper bays to watch for salt makers. On Saturday afternoon, the 6th, the wind came around to the north, and the weather became clear and cold, and the sea commenced going down. On Monday, the 8th, we took the Bohio in tow and stood along the coast towards Pensacola bay, landing and destroying the salt-works between St. Andrew's and Santa Rosa islands, as we came across them.

The works at Phillips's inlet were not as extensive as they had been represented to me. I found only a few, and away inland, upon the shores of the bayou, which extends two or three miles, I saw neither smoke nor fires. At sunset I stood to the southward ten miles and cast off the Bohio to proceed on her cruise; stood in shore again and anchored until this morning (9th November) at daylight, when I got under way for Pensacola.

During this short cruise I have had an excellent opportunity of seeing the courage, endurance, and cheerfulness of the crew under my command; had there been a good armed resistance made to our descent upon the salt-works they would have found our men a tough party to handle. Of the officers I cannot speak in too high praise; it is owing to them solely that my crew are well drilled and obedient.

The Bohio rendered me much assistance with her boats and men, and Captain Brown and his officers showed a praiseworthy alacrity in complying with every request and order of mine.

* * * * * * * *

Enclosed you will find the report of Acting Master George W. Brown, commanding United States brig Bohio, with his list of salt-pans, &c., destroyed, and a list, also, of mines that were destroyed by the crew of the Albatross.

Respectfully, your obedient servant,

JOHN E. HART, *Lt. Com'dg.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Account of salt pots and pans destroyed by an expedition from United States steamer Albatross, November 24, 1862, St. Andrew's bay, Florida.

Lieut. Com'dr JOHN E. HART,
Commanding.

No. of pots.		Capacity of each in gallons.	Total No. gallons.
	24	6, 150; 12, 100; 5, 75; 3, 125	2,700
	25	11, 40; 10, 70; 4, 75	1,440
	21	25	525
	12	3, 100; 5, 70; 4, 75	950
	39	9, 100; 6, 70; 9, 45; 9, 40; 6, 25	2,235
	17	8, 150; 4, 100; 5, 40	1,800
	35	8, 125; 20, 45; 9, 45	1,875
	33	3, 150; 2, 100; 20, 70; 8, 45	2,410
	24	9, 100; 9, 70; 7, 25	1,705
Pans,	5	250	1,250
	235		16,890
Nov. 27,	20	90	1,800
			18,690
Dec. 8,	59	50	2,950
		Total	21,640

With the above there were destroyed furnaces, pumps, boxes, barrels, sheds, houses, and wagons, containing salt in quantities that I could not estimate. Whenever I found anything connected with the manufactory of salt I destroyed it.

Respectfully,

JOHN E. HART,
Lt. Com'dr U. S. N.

Report of Acting Master George W. Browne, of the United States brig Bohio.

UNITED STATES BRIG BOHIO,
St. Andrew's Bay, November 25, 1862.

SIR: According to your request, I respectfully report that on the morning of November 24, at 4 a. m., I started from this vessel with two boats—the larger having a light 12-pounder howitzer mounted for service—and thirty men, armed with rifles, muskets, and carbines. Taking the cutter in tow, I proceeded, with all possible despatch, up North bay to a point not laid down on my chart, but at a supposed distance of twelve miles. Previous to my arrival, I discovered large volumes of smoke, covering the vicinity of our intended landing, and on

getting close in discovered numerous small fires, which I concluded were camp fires, particularly when I distinctly heard the challenge of "Who comes there," from a person I took to be a soldier on the shore. The day was just breaking when you called my attention to the noise and confusion in camp. When we could see well, we discovered numerous bands of men and horses, which appeared forming to give us battle. You then decided to pepper them a little, and accordingly we opened on them with shrapnell and canister. After firing thirteen rounds we landed, having had to wade in mud and water above our knees. You directed me to proceed at once with my command and destroy all the salt cauldrons and salt I could discover, together with all the wagons and conveyances of the men employed at the works, which I faithfully did, killing all the mules I could find, and burning wagons and appurtenances. I ascertained from some prisoners I took, that there were some 2,500 men engaged in this vicinity making salt, and that there were about 1,000 men engaged here, but they had run off when our shells began to play about them. Some of them were armed with rifles, and others with shot-guns. One of the latter I found stowed away in a wagon, loaded with heavy buckshot. The salt works I destroyed here were on a large scale, and should I judge, from the immense number and from what the prisoners said, that 500 bushels a day would be within the estimate of their labors.

According to your orders, I followed your boats some five miles up West bay; had the same difficulty in landing through mud and water; made a half circuit of the island in the opposite direction from that you had taken; destroyed a number of salt works that had been left with great alacrity; killed several cattle, and then took my men across a deep morass of mud, crossed over on the main land, and destroyed numerous works, burning all the houses and appurtenances attached. All the salt I effectively destroyed by mixing it with sand in such quantities as to render it perfectly useless.

At 6 p. m. I received orders to return, and arrived back to this vessel at 8.40 p. m. The men were much fatigued with the day's labor, and several of them had their feet cut and injured by the exposure. I take much pleasure in commending Master's Mate Samuel H. Heath and James Sheppard for the able manner they performed their duty; and all the men behaved and worked admirably, particularly Daniel Parsons, boatswain's mate, who is worthy of a better position.

Enclosed please find a detailed report of the destruction of salt and cauldrons by the party under my command.

Very respectfully, your obedient servant,

GEORGE W. BROWNE,
Acting Master, Commanding.

Lieut. Com'dr JOHN E. HART,
In Command of Expedition.

Account of pots and salt destroyed by boat expedition from United States brig Bohio, Geo. W. Browne, commanding.

No. of pans.	Capacity of each in gallons.	Total capacity in gallons.	Bushels salt destroyed.
6	100	600	10
7	200	1,400	4
9	6,200; 3,100	1,500	3
5	150	750	4
6	2,60; 4,100	520	6
4	80	320	9
13	9,100; 4,75	1,200	7
2	150	300	2
14	11,90; 3,150	1,440	175
7	4,60; 3,100	540	60
6	4,100; 2,50	500	20
8	4,60; 4,40	400	40
17	10,100; 7,80	1,560	50
4	150	600	19
5	100	500	1
7	40	280	2
5	60	300	70
6	100	600	60
2	150	300	20
4	90	360	2
5	100	500	3
3	60	180	1
1	250	250	.....
4	100	400	.....
2	400	800	.....
152		16,100	568

ST. ANDREW'S BAY, *November* 24, 1862.

Respectfully,

GEORGE W. BROWNE,
Acting Master, Commanding.

Lieut. Com'dr JOHN E. HART,
Commanding Expedition.

Report of Acting Master John Dillingham, commanding United States ship Morning Light.

UNITED STATES SHIP MORNING LIGHT,
Off Valasco, December 1, 1862.

SIR: I left with Captain Renshaw a report of an expedition, in which we destroyed a very extensive salt manufactory in the vicinity of Cedar lake. With Captain Renshaw's permission I called at Sabine to procure a small

schooner for a tender to this ship, but without success. As much of this coast needs a closer investigation than I can always safely venture with the ship to cover boats landing; a small schooner with a small armament would be very useful.

I would also beg to recommend to your notice Acting Master's Mate George H. Rice, who, in the late expedition of November 28th, conducted himself and boat's crew with great discretion and bravery. All concur in saying that but for his firmness in returning the fire of the rebels, the whole of the first cutter's crew and officers must have been shot or taken prisoners. He had one man killed in his boat, and about every one, including himself, slightly wounded. I counted twenty-four bullet marks on his boat's gunwale, and some ten or twelve loose balls in the boat.

Acting Master H. W. Washburn, executive officer, conducted the expedition in a very proper manner, and Acting Assistant Surgeon Shirfy was very prompt in giving assistance to the wounded men in the boats.

Very respectfully, your obedient servant,

JOHN DILLINGHAM,
Acting Master, Commanding U. S. Ship Morning Light.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

DISASTER AT GALVESTON.—CAPTURE OF THE HARRIET LANE, &c.

FLAG-SHIP HARTFORD,
Off New Orleans, January 3, 1863.

SIR: I have this moment received a telegram from the steamer Mary Baldwin, from Galveston, now at the Southwest Pass, stating that our gunboats had been attacked on January first by four boats, and they boarded and carried the Harriet Lane; the Westfield was blown up, to keep her from falling into the hands of the enemy. The soldiers on Galveston island were attacked at the same time by a heavy force, and all either killed or captured. The steamer that had a reinforcement of troops on board for Galveston will be here in the morning. I shall send the Brooklyn and Commodore Bell down to Galveston immediately to reoccupy the bay, to keep the rebels from fortifying the mouth of the harbor. I shall have to detach some of my forces to accompany the commodore.

I will send you all the particulars in my next, on the fifth.

About seventy of the Westfield's men are coming up the river.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-SHIP HARTFORD,
New Orleans, January 4, 1863.

SIR: I am glad to find that our disaster at Galveston has not been so great as was at first supposed. It appears only to have been the Harriet Lane, carried by *boarding*, and the Westfield blown up; and, as I understand, the latter was a premature explosion, in consequence of which the captain, Commander W. B. Renshaw, and the first lieutenant, Lieutenant Chas. W. Zimmerman, the chief engineer, W. R. Greene, and eight or ten men, lost their lives.

I herewith enclose the report of Lieutenant Commander R. L. Law, of the Clifton, by which you will see that the Clifton, Owasca, Sachem, and Corypheus, all came out, and are on their way to this place. Two coal vessels were left there, with three or four hundred tons of coal.

As you are pleased to direct, by your general order of December 12, 1862, that we shall not prejudge the official acts of officers, I shall say nothing of the sad disaster, but will forthwith order a court to investigate the whole affair, and will lay the proceedings before you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander R. L. Law.

UNITED STATES STEAMER CLIFTON,
Off Galveston, Texas, January 1, 1863.

SIR: It is my painful duty to report the evacuation of Galveston, attended with serious loss. This morning, at 1.30 a. m., three steamers were discovered coming down the bay. The Clifton soon after made signal, "enemy afloat." The Westfield, Commander Renshaw, lay in Bolivar channel; the Harriet Lane, Commander Wainwright, above the city; the Clifton, Lieutenant Commander Law, the Sachem, Acting Master Johnson, commanding, and the schooner Corypheus, Acting Master Spears, commanding, near the wharf on which the troops lived; the Owasca, Lieutenant Commander Wilson, some distance below. About 2 o'clock a. m. the enemy's steamer turned, and seemed inclined to go into Bolivar channel. Soon after Commander Renshaw made signal for "immediate assistance." Not seeing the steamers, the Clifton proceeded to the assistance of Westfield, distant by channel way a little over three miles. On the way I ordered the Owasca to take position near the wharf, which she did. Found the Westfield hard aground. At 3.30 the moon went down. At 4, firing heard from the city and our vessels. Finding it impossible to get the Westfield afloat, Commander Renshaw ordered me to return to the city. Got aground twice in going up; and after entering the main channel, slowed and stopped to drive off a battery that was located on Fort Point. On approaching the city, we received the fire of several batteries located in the streets and on the wharves, and also a heavy fire of musketry from the windows of the houses. The guns of the vessels were well served, and all seemed to be doing their duty. We could hear nothing, however, from the Lane. At length, the opening day showed us the Lane with a white flag up, and two steamers alongside, or near her. A short time after a confederate officer, with a flag of truce, accompanied by an officer from the Lane, appeared on the Clifton's deck. From the officer I learned, with astonishment, the capture of the Lane, the death of Commander Wainwright, the probable mortal wound of Lieutenant Commander Lee, the serious wound of the next officer, and the death or wounding of half the people. The confederate officer was from Major Smith, commanding the confederate steamers, and conveyed the news that the Lane and four other steamers were ready to move against the next vessel near them, and that Major Smith offered to let us take any one vessel, put all our people on board, and leave the harbor. I replied, I was not commanding officer, but that the message should at once be conveyed to Commander Renshaw, provided the steamers should not move from their position, and that sufficient time be given to communicate. To this the officer

assented, and gave three hours. The message was at once sent to Commander Renshaw, and the terms, of course, were rejected. Commander Renshaw then said he would burn the Westfield, and go out in the army transport Saxon, and gave me orders to send all our vessels outside that could move. On returning to the city, I found that the confederate steamers had, as far as we were concerned, very seriously changed their position, and that several new and powerful batteries had been erected at various points. The time of the truce had not expired, but as the infractions on their part were of great moment, I had no hesitation in hauling down the truce flag, and, in obedience to Commander Renshaw, ordering all vessels to move out. The enemy opened on the Sachem with field-pieces and musketry, and her position became very critical. Acting Master Amos Johnson, her commander, after hard work got her turned, and brought her out; and I only express the opinion of all when I say that greater coolness and courage is rarely seen. On reaching Bolivar channel, a flag of truce boarded me, and, in the name of General Magruder, complained of our infraction of the truce. I recriminated, and dismissed him. Commander Renshaw blew up the Westfield, and, sad to say, Commander Renshaw, Lieutenant Zimmerman, Chief Engineer Green, and near a dozen men, went with her. I only learned this when passing out. The three companies of the 42d Massachusetts regiment were forced to surrender. The Owasca, previous to the Clifton's return to the city, had attempted to assist the Lane, but grounded. The Lane's guns were opened upon her by the confederates and by musketry; she lost about ten men. We were obliged to leave the two coal barks in the harbor. One was aground, and had a shot below the water-line; the other being in such a position as to render it difficult to get at her. The above, sir, is the report of this sad day's work.

Very respectfully, your obedient servant,

R. L. LAW, *Lieutenant Commander.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

FLAG-SHIP HARTFORD,
New Orleans, January 8, 1863.

SIR: The following casualties occurred on board the vessels of this squadron, in the harbor of Galveston, on the morning of the 1st January, 1863.

GUNBOAT OWASCA.

Killed.—Thomas Jeff, cockswain, shot through the heart—1.

Wounded.—L. G. Vassalls, acting master, shot in thigh; Frederick Saunders, ordinary seaman, shot through shoulder and lungs, mortally; Isaac P. Hughs, seaman, fractured skull, severely; John Conney, seaman, fractured skull, severely; William Reed, captain of forecastle, shot in arm; John Honan, ordinary seaman, shot in thigh; Frederick Ether, landsman, shot in thigh; Charles Burnham, captain of after guard, shot in face; Titus Freeman, colored landsman, shot in the leg; Michael Reek, coalheaver, shot in the eye, severely; William J. Murphy, landsman, shot in the hand; Henry Brown, sailmaker, shot in the arm; George Hozier, captain of after guard, slightly; James Pemery, landsman, slightly—14.

STEAMER CLIFTON.

Wounded.—John Diggins, captain of forecastle, fractured skull—1.

STEAMER SACHEM.

Wounded.—Philip Duffy, landsman, fractured skull, mortally—1.

STEAMER WESTFIELD.

Missing.—Commander William B. Renshaw; Lieutenant Charles W. Zimmerman; Acting Assistant Engineer W. R. Green; John Calahan, gunner's mate; Samuel P. King, quarter gunner; W. Esser, cockswain; Rodolphus C. Hubbard, seaman; Henry Bethke, seaman; Peter Johnsan, seaman; Matthew McDonald, ordinary seaman; Hugh McCabe, second class fireman; William Reeves, second class fireman; George E. Cox, second class fireman—13.

The above are supposed to have been killed by the explosion of the magazine.

Total.—Killed, 1; wounded, 16; missing, 13.

No returns have been received from the Lane.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

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The following men, attached to United States gunboat Owasco, were wounded by the enemy while on shore on duty at Bolivar Point, on the 15th of December, 1862:

John Heath, seaman, born in Baltimore, received seven gunshot wounds, and was left for dead; his wounds have healed, and he is now convalescent. William Somelet, ordinary seaman, New York, six buckshot entered his body; has recovered.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral FARRAGUT,
Commanding W. G. B. Squadron.

Report of Court of Inquiry.

UNITED STATES STEAM SLOOP HARTFORD,
At anchor off New Orleans, January 12, 1863.

SIR: In conformity with your instructions, we proceed to state the facts in relation to the capture of Galveston, Texas, on the 1st of January, 1863, as elicited by the testimony before the court of inquiry.

The naval force in possession consisted of the Westfield, Clifton, Harriet Lane, Owasco, Sachem, and Corypheus. The two latter had joined only two days previous to the attack, having come up from below, the Sachem (steamer) in a broken down condition, and the Corypheus as her escort. The positions of the vessels were as shown by the accompanying chart. The United States troops on shore consisted of two hundred and sixty rank and file, commanded by Colonel Burrel, of the forty-second Massachusetts volunteers, occupying, by advice of the commanding naval officer, a wharf in the town.

It seems that, the night previous to the attack, information had been received by the commanding officers of both land and naval forces that such an attempt might be made.

At 1.30 p. m. on the 1st of January, it being bright moonlight, some two or three rebel steamers were discovered in the bay above by the Clifton. The Westfield, from the other channel, likewise made the same discovery. The naval forces, therefore, were not taken by surprise.

Very soon after, our troops on shore learnt through their pickets that the artillery of the enemy was in possession of the market place, about one-quarter of a mile distant.

The attack commenced on shore about 3 a. m. by the enemy upon our troops, which were defended by the Sachem and Corypheus with great energy; our troops only replying with musketry, having no artillery. About dawn the Harriet Lane was attacked, or rather attacked two rebel steamers, one of which, the Bayou City, was armed with a 68-pounder rifle gun, had two hundred troops, and was barricaded with cotton bales some twenty feet from the water-line.

The other, the Neptune, was similarly barricaded, and was armed with two small brass pieces and one hundred and sixty men, (both were common river steamers.) The Harriet Lane was under way in time, and went up to the attack firing her bow gun, which was answered by the rebels, but their 68-pounder burst at the third fire.

The Harriet Lane ran into the Bayou City, carrying away her wheel-guard, passed her, and gave her a broadside, which did her little or no damage. The other rebel steamer then ran into the Harriet Lane, but was so disabled by the collision that she was soon afterwards obliged to back in the flats, where she sank in about eight feet of water, near to the scene of action. The Bayou City turned and ran into the Harriet Lane, and she remained secured to her by catching under her guard, pouring in incessant volleys of musketry, as did also the other steamer, which was returned by the Harriet Lane with musketry. This drove the Harriet Lane's men from her guns, and probably wounded Commander Wainwright and Lieutenant Commander Lea, the latter mortally. She was then carried by boarding, by the Bayou City, her commander summoned to surrender, which he refused, gallantly defending himself with his revolver until killed. But five of the Harriet Lane's men were killed and five wounded; one hundred and ten, exclusive of officers and wounded, were landed on shore, prisoners. Her commander and first lieutenant were buried on the following day on shore, in the cemetery, with the honors of war, and her other officers paroled. The Owasco, which had been anchored below the town, coaling, the night before, got under way, moved up at the commencement of the attack, and engaged the enemy's artillery on shore. When it was light enough for her to observe that there were two rebel steamers alongside the Harriet Lane, she moved up to her assistance, grounding several times in so doing, (owing to the narrowness of the channel.) She could only occasionally bring her 11-inch gun to bear. She was soon driven back by the incessant fire of the enemy's musketry, and when the howitzers of the Harriet Lane opened on her, she concluded she had been captured and backed down below the Sachem and Corypheus, continuing her engagement with the enemy on shore. She had all her rifle gun crew wounded when above, and lost in all one man killed and fifteen wounded. The Clifton, before the action commenced, went around into Bolivar channel, to render assistance to the Westfield, who had got under way when the rebel steamers were first discovered. Soon afterwards got hard and fast ashore, at high water, and then made a signal for assistance. While the Clifton was in the act of rendering this assistance the flashes of the enemy's guns were first seen in the town. Commander Renshaw then directed Lieutenant Commander Law to leave him and to return to the town.

The moon had now gone down, and it became quite dark, yet the Clifton with some difficulty got around into the other channel, opening the batteries upon Fort Point, which the rebels now had possession of, shelling them out, and driving them up the beach as she neared the town. Here she anchored and continued the engagement, but did not proceed up to the rescue of the Harriet Lane, owing to the failure of the Owasco, the intricacy of the channel, and the apprehension of killing the crew of the Harriet Lane, who were then exposed by the rebels on

her upper deck. It was now about 7.30 a. m. A white flag was hoisted on the Harriet Lane. A boat bearing a flag of truce, with a rebel officer and an acting master of the Harriet Lane, came down to the Clifton, informing her commander of the capture of the Harriet Lane, the death of her commander and first lieutenant, and the killing and wounding of two-thirds of her crew, all of which was corroborated by the acting master.

Major Smith, their commander, now proposed that our vessels should all surrender, and that one should be allowed, with the crews of all, to leave the harbor; otherwise, they would proceed down with the Harriet Lane and all their steamers, (three more of which had appeared in sight after daylight, but were neither armed nor barricaded,) and proceed to capture the gunboats in line.

Lieutenant Commander Law replied that he was not the commanding officer, and he could not imagine that such terms could be accepted; but that he would take the acting master of the Harriet Lane and proceed over to the Westfield, and tender his proposal to Commander Renshaw. This he did, and went in his own boat. Flags of truce were at this time flying on our vessels, and by the parties on shore. During the absence of Lieutenant Commander Law, and under these flags of truce, the rebels coolly made prisoners of our troops on shore, got more of their artillery into position, and towed the Harriet Lane alongside the wharf, though it had been understood that everything should remain in *statu quo* until an answer should have been received. Commander Renshaw refused to accede to the proposition, directed Lieutenant Commander Law to return and get all the vessels out of port as soon as possible, and as he found he could not get the Westfield afloat, he should blow her up and go on board the army transports Saxon and M. A. Boardman, which were lying near him, with his officers and crew.

Upon Lieutenant Commander Law's return to his vessel, he proceeded to carry out these directions. The flags of truce were hauled down, the enemy firing upon the vessels as we then left the harbor.

When the Clifton was half-way toward the bar, her commander was informed by a boat from the Westfield, that in the explosion of that vessel, which they observed some half hour before, Commander Renshaw, Lieutenant Zimmerman, Engineer Green, and some ten or fifteen of the crew, had perished, (the explosion being premature.) Lieutenant Commander Law now being commanding officer, proceeded to cross his vessels over the bar, and finally concluded to abandon the blockade altogether, considering the Owasco as his only efficient vessel, and regarding her as not equal to resist an attack from the Harriet Lane, should she come out for that purpose. By 8 p. m. they had all left the blockade, although the commander of the Clifton had been notified by an officer on board the M. A. Boardman that another transport would be down within forty-eight hours, and requested that he would warn her off.

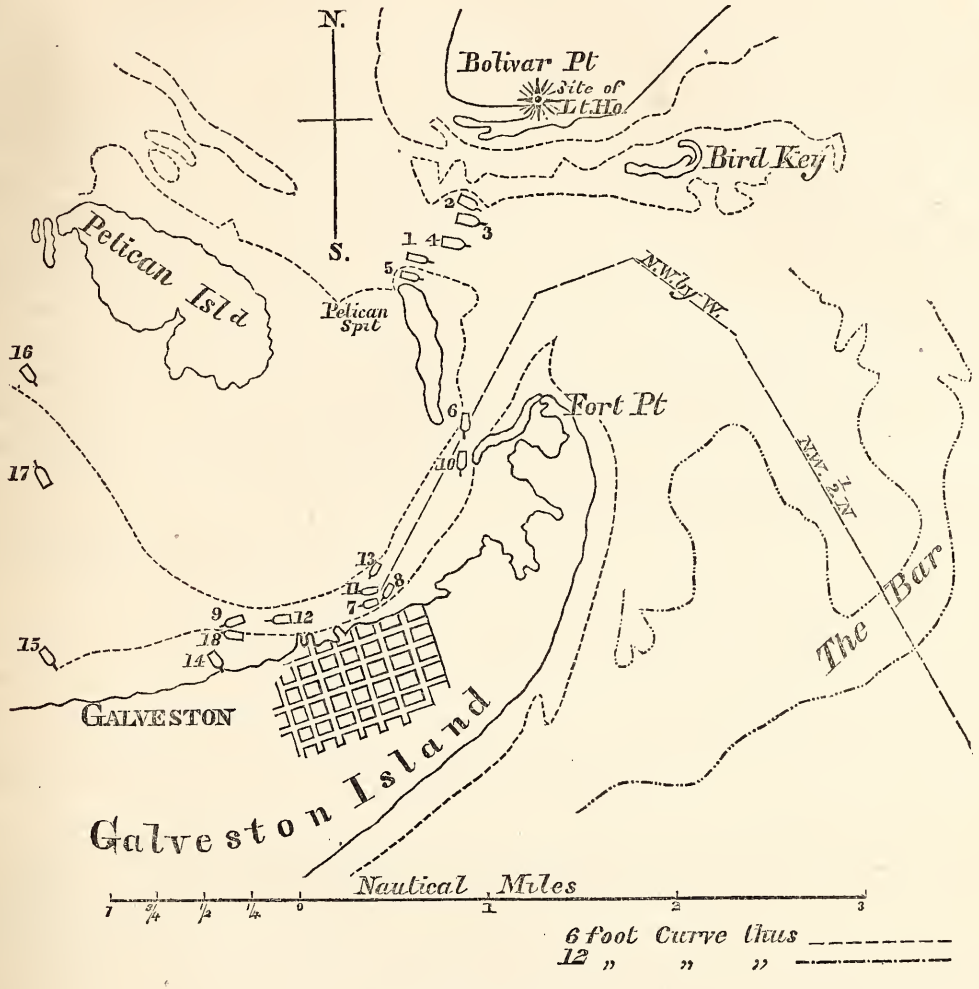
The vessels which were left in possession of the enemy were the Harriet Lane and two coal barks, the Cavallo and Elias Pike. The only injury sus- by the Harriet Lane appears to have been from an 11-inch shell under her counter, fired by the Owasco, and the damage to her guard from the collision.

Very respectfully,

JAMES S. PALMER, *Captain.*
MELANCTON SMITH, *Captain.*
L. A. KIMBERLY,
Lieutenant Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

ATTACK ON FEDERAL FLEET AT GALVESTON, JANUARY 1, 1863.



REFERENCES.

1. United States steamer Westfield aground, where she blew up.
2. Transport steamer Saxon.
3. Steamer with commissary stores for the army.
4. United States schooner Velocity.

} Got under way and went to sea after the engagement.

5. Coal bark Elias Pike.
6. Coal bark Cavallo.

} Taken possession of by rebel steamers after we left.

7. United States steamer Sachem.
8. United States schooner Corypheus.

} While engaging the rebel batteries on shore.

9. United States steamer Harriet Lane during the engagement.
10. United States gunboat Owasco anchored, on seeing signal, "Enemy on shore."
11. United States gunboat Owasco while engaging shore batteries and after firing into steamers and after capture of the Harriet Lane.
12. United States gunboat Owasco engaging shore batteries and rebel steamers.
13. United States steamer Clifton came and anchored after capture of the Harriet Lane.

14.
15.
16.
17.
18.

} Enemy's steamers, when first seen and while engaging the Harriet Lane when aground, &c.

FLAG-SHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: I herewith enclose the report of Acting Master J. A. Hannum, of the Harriet Lane, by which you will perceive the exaggerations which have been circulated concerning the defence of that vessel; also, the pusillanimous conduct of the officer who accompanied the flag of truce, and corroborated to Lieutenant Commander Law the enemy's statement, that all the officers and crew of the Harriet Lane had perished save some ten or fifteen persons; whereas, there were scarcely that number of killed and wounded. I take it for granted that of the nine slightly wounded, the greater part amounted to nothing, so that the testimony of the rebel pilot was very near the truth when he said five killed and six or eight wounded.

I cannot think but that for the death of Commander Wainwright and Lieutenant Commanding Lee, the vessel would not have been captured. It is difficult, however, to conceive a more pusillanimous surrender of a vessel to an enemy already in our power than occurred in the case of the Harriet Lane.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

List of casualties on board United States steamer Harriet Lane, at Galveston, on 1st January, 1863.

Killed.—J. M. Wainwright, commander; Edward Lee, lieutenant commander, ex-officer; Joseph Pollock, landsman; John Hart, landsman; Henry Newton, first-class boy.

Wounded.—Willis F. Monroe, acting master, dangerously; Charles H. Hamilton, acting master, slightly; William Ray, boatswain's mate, slightly; George W. Davis, master-at-arms, slightly; J. O. McDermott, seaman, badly; Albert Sailor, captain forecastle, badly; Peter Jackson, landsman, badly; J. C. Nickle, ordinary seaman, slightly; Daniel Haggerty, ordinary seaman, badly; John Curran, landsman, slightly; David Hern, landsman, badly; James Frazer, landsman, slightly; H. Woodfield, ordinary seaman, slightly; E. F. Kensill, landsman, slightly; Robert Cummings, second-class boy, slightly.

Officers held as prisoners of war.—J. A. Hannum, acting master; R. J. Richardson, assistant paymaster; M. H. Plunkett, second assistant engineer; C. H. Stone, second assistant engineer; T. N. Penrose, assistant surgeon; John E. Cooper, third assistant engineer; R. N. Ellis, third assistant engineer; A. T. E. Mullen, third assistant engineer; Charles M. Davis, acting master's mate; J. C. Taplin, paymaster's steward. Eighty-two petty officers and men prisoners.

J. A. HANNUM,
Acting Master, Senior Officer surviving of late U. S. Steamer Harriet Lane.

Rear-Admiral FARRAGUT,
Commanding W. G. B. Squadron.

List of the killed, wounded, and paroled from the Harriet Lane and Queen of the West.

FLAG-SHIP HARTFORD,
New Orleans, March 2, 1863.

SIR: I have the honor herewith to enclose the report of the surgeon of the Harriet Lane, (A B,) and also a list of officers and men paroled from that vessel, (C.)

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Casualties on the Harriet Lane.

NEW ORLEANS, *February* 26, 1863.

SIR: You will please find enclosed my official report of the casualties occurring on board of the United States steamer Harriet Lane in the engagement in Galveston bay, January 1, 1863.

A large majority of those reported as wounded had recovered sufficiently to be able to travel, by the time we were ordered to prepare for the journey. I therefore brought them on with me.

Of the four wounded left at the hospital in Houston, three had recovered sufficiently to be able to walk slowly around the hospital grounds. There were also four sick men left in the hospital. All under the care of Surgeon A. J. Cummings, of the forty-second regiment Massachusetts volunteers, who agreed to remain a short time longer with the sick, as he had quite a number of his regiment there, if I would make the journey with all of the men coming home, and attend to them on the route. And, sir, it was fortunate indeed that there was a medical officer with them, for it proved, as we feared it would, a journey attended with much sickness.

Hoping, sir, that the course I have pursued in remaining so long with my wounded will meet with your approval,

I am, respectfully, your obedient servant,

THOS. N. PENROSE, *Assistant Surgeon.*

NEW ORLEANS, *February* 26, 1863.

SIR: I respectfully report the following casualties occurring on board of the United States steamer Harriet Lane, in Galveston bay, January 1, 1863:

Killed.—Commander J. M. Wainwright, killed instantly by musket ball through brain; had also three wounds in the left breast and three in left thigh; Lieutenant Commander Edward Lee, wounded in abdomen and side—five wounds in all; James Pollock, landsman, shot in the head, musket ball; Henry Newton, contraband, shot in the breast, musket ball; John Hart, landsman, eight wounds in abdomen, buckshot.

Wounded.—John O. McDermott, seaman, wounded in left thigh, musket ball; Daniel Hagarty, ordinary seaman, wounded in left thigh, serious; Peter Jackson, landsman, wounded in both legs, slight; Mr. E. H. Hamilton, acting master, slight wound of right arm; Mr. W. F. Monroe, acting master, severely wounded in the face with buckshot and ball; John Nickel, ordinary seaman,

slight wound in right arm; Albert Sailor, seaman, slight wound in right arm; J. A. Surrington, sail-maker's mate, in head, shoulder, and arm, not severe; Henry Wordfield, seaman, slight wound in right arm; David Heron, landsman, slight wound in hips; G. W. Davis, master-at-arms, wound in leg, slight; R. Cummings, second-class boy, slight wound in index finger of right hand; James Frazer, landsman, face, slightly; William Ray, boatswain's mate, face, slightly; William F. Kensil, landsman, contused wound of the hand; Edward Vanvelser, landsman, wound in the side, very slight.

Very respectfully,

THOMAS N. PENROSE,
Assistant Surgeon.

Fleet Surgeon J. M. FOLTZ,
United States Navy, United States Steamship Hartford.

Officers.—L. J. Richardson, assistant paymaster; T. N. Penrose, assistant surgeon; J. E. Cooper, third assistant engineer; R. N. Ellis, third assistant engineer; A. T. E. Mullin, third assistant engineer; C. M. Davis, acting master's mate; J. C. Taplin, paymaster's steward; Albert Sailor, captain forecastle; William Leech, cockswain; John Kear, cockswain; T. B. Hammon, quartermaster; G. W. Davis, master-at-arms; William Abbott, quarter-gunner; William Ray, boatswain's mate; R. T. Clifford, captain of hold; J. A. Parrington, sailmaker's mate; William O. Reiley, surgeon's steward; Alfred Walton, captain's cook; Charles Gibson, ship's cook; Alexander Cormer, boatswain's mate; John Howicks, quarter-gunner; Joseph Toland, captain forecastle.

Seamen.—James Orney, A. T. Paul, John Brewer, Alexander Steele, Charles Usher, Edward O'Brien.

Ordinary seamen.—Robert Buchanan, C. H. Williams, J. C. Nickle, Joseph Bootrily, Richard Hann, Carl Wessenfield, Edward Deweman.

Landsmen.—James Furson, William Martin, John Curran, John Budd, J. A. Marshall, William Metz, Christian Eisenhardt, Joseph Frazer, Henry Gordon, David Heern, Thomas McCunley, J. H. Schaffer, Joseph Stull, E. F. Kensil, John Dond, Joseph Clemmens, H. S. Adams, Michael Dorgan, Joseph Curry, Michael Cormens, E. S. Vaurelson, R. A. Shorte, George O. Simmons, William A. Conn.

Boys.—Alexander Stephens, William Smith, Robert Cummings, P. N. Curry, S. S. Jacoby, Frank Munson.

Firemen.—Peter O. Donohue, first class; J. H. Hutton, first class; Thomas Holton, first class; R. G. Lewis, first class; Jonathan Carlin, first class; James Blaney, second class; William Patterson, second class; Thomas Donovan, second class; William Glorms, second class; Henry Burns, second class.

Coalheavers.—John Delargy, John Foley, Cornelius Leonard, Thomas Gerry, J. C. Johnson, John Allison, Patrick Donovan, James Falton.

R. J. RICHARDSON, *Assistant Paymaster.*

List of prisoners of the Harriet Lane, confined at Houston, Texas.

HOUSTON, *April* 1, 1863.

List of prisoners in confinement in this city, taken on board the United States steamer Harriet Lane, in Galveston harbor, January 1, 1863:

J. A. Hannum, acting master; C. H. Hamilton, acting master; M. H. Plunkett, second assistant engineer; C. H. Stone, second assistant engineer; Daniel Mor-

ris, carpenter's mate; John O. McDermot, seaman; F. S. Burke, yeoman; Henry Woodfield, ordinary seaman; Peter Jackson, ordinary seaman; Allen Dodd, landsman; Daniel Haggerty, ordinary seaman; Joseph Cummings, boy; William Galway, second-class fireman; Joseph Bently, gunner's mate.

Died in the hospital of disease of the heart: Harry Bross, quartermaster, on the 12th March.

John Lalone, coalheaver, took the oath of allegiance to the confederacy. Was released from confinement, and states that he is employed at his trade as a millwright by a private individual.

Colored.—Nicholas Wheeler, coalheaver; Theodore Penn, captain's steward; George Brown, captain's cook; Horace Lukens, boy; Henry Burrell, boy.

J. A. HANNUM,
Acting Master U. S. N., late U. S. Steamship Harriet Lane.

List of officers and men of the 42d Massachusetts volunteers, confined at Houston, Texas.

Isaac S. Burrell, colonel; Ariel I. Cummings, surgeon; Alfred N. Proctor, captain; George Shrive, captain; Cyrus Savage, captain; Thaddeus H. Newcomb, lieutenant; William H. Cowdin, lieutenant; Darius F. Eddy, lieutenant; Samuel F. White, lieutenant; Benjamin F. Bartlett, lieutenant; Brown P. Stowell, lieutenant; David L. Wentworth, ordnance sergeant; Samuel R. Hersey, private; Joseph W. D. Parker, private; Edwin F. Joslynn, private; J. O. Shonnessy, private; Frank Morrill, private; Dennis Daley, private; Joseph McLaughlin, private; G. F. Veazie, servant, not enlisted; Charles Amos, servant to colonel, not enlisted; Charles F. Revalson, servant to colonel, not enlisted.

I. S. BURRELL,
Colonel, 42d Massachusetts Volunteers.

LOSS OF THE U. S. STEAMER HATTERAS.

FLAG-SHIP HARTFORD,
New Orleans, January 15, 1863.

SIR: It becomes my painful duty to report still another disaster off Galveston. Immediately upon the arrival at this place of the Clifton, Lieutenant Commander R. L. Law, after the abandonment of Galveston harbor, I sent down Commodore Bell with the Brooklyn and six gunboats, as fast as I could get them off, to retake the place; but it appears that they had not all arrived up to the evening of the 11th instant, at which time a sail was discovered in the offing, and the commodore ordered the Hatteras to chase, which terminated in the capture of that vessel by a barque-rigged steamer, supposed to be the Alabama, or 290. For the details of the capture I refer you to the enclosed reports of Commodore Bell and Acting Master L. H. Partridge.

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Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report from Commodore H. H. Bell.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, Texas, January 12, 1863.

SIR: I am sorry to inform you that the United States steamer Hatteras, Lieutenant Commander H. C. Blake, commanding, was sunk on the night of the 11th instant by a barque-rigged steamer having a very long mainmast; her name and nation unknown. I have heard of only six persons escaping from her, viz: Acting Master Leander H. Partridge, of Orland, Maine; John Beatty, ordinary seaman, of Forked River, New Jersey; George H. Falkinburg, first-class boy, of Philadelphia, Pennsylvania; James Wright, seaman, of Troy, New York; William Brown, cockswain, of Boston, Massachusetts; and William H. Jenkins, ordinary seaman, of Penn's Grove, New Jersey. Their statement is in substance as follows:

The Hatteras having been sent in chase, the two vessels encountered at night. The strange steamer answered to the hail: "Her Majesty's steamer Spitfire." Captain Blake said he would send a boat on board. The boat was lowered, and immediately after she left the Hatteras the stranger opened fire, at the distance of one hundred yards, with three broadside guns. The Hatteras returned it with spirit, and both vessels steamed ahead, leaving the boat behind. The firing ceased in fifteen or twenty minutes; the two vessels were observed to close, and cheers ensued. The party in the boat, feeling dubious, would not go alongside, but pulled north, and reached the blockading vessels off Galveston next morning.

Acting Master Leander H. Partridge has been permitted to proceed in the Clifton to New Orleans to report to you in person. The sailors are on board this ship.

At 3 p. m. yesterday, 11th, the Hatteras was sent in chase of a sail which was reported from mast-head. She was seen last after sunset, about twelve miles distant, bearing south. At 7.15 flashes were seen in that direction, and the sound of heavy guns heard—heavier than any carried by the Hatteras. It lasted for near twenty minutes. The wind being light from S.SE., I judged the firing to be sixteen miles distant.

At 7.30 the Brooklyn was under way, steering south $\frac{1}{4}$ east, in the direction of the flashes seen. At the same time the Sciota steered S.SE., and the Cayuga south by west. The Brooklyn cruised on several courses as far as sixty-three miles south of Galveston in search of the combatants, supposing the enemy to be the 290. Returning, I reached this bar at 3 p. m. to-day. About 11 o'clock a. m. I discovered two masts of a sunken vessel standing out of water; the tops and gaves were awash; topmasts up, and a United States naval pendant gaily flying from the main truck.

No ensign was found. The hurricane deck was adrift. The wreck was recognized as the Hatteras by certain marks which the Brooklyn's head guys made upon her hurricane house in the river a short time ago. She lies in nine and a half fathoms water, about twenty miles south true from Galveston light-house. I should think there would be no difficulty in raising her if she be taken in hand immediately. I picked up three of her boats a few miles to the northward of her. I hastened off the Clifton to apprize you of the presence in the Gulf of this dangerous enemy. He has probably destroyed numerous vessels in the track between Key West and New Orleans, and doubtless intends to sweep away the blockading vessels of inferior force along the whole extent of the Gulf coast, trusting to his celerity of movement.

Three or four vessels like the Oneida thrown into the Yucatan channel immediately would probably intercept him. The gunboats are not a match for him in force or speed.

The Clifton and New London were left to blockade during the absence of the other vessels.

Very respectfully, your obedient servant,

H. H. BELL, *Commodore.*

Rear Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, New Orleans, La.

Report from Acting Master L. H. Partridge.

UNITED STATES STEAM SLOOP BROOKLYN,
Galveston, January 12, 1863.

SIR: A strange sail heaving in sight off this place on the 11th, the Hatteras was signalized to go in chase. We soon made the sail out to be a barque-rigged steamer, apparently endeavoring to escape us. We continued to gain on her gradually until about 6.30 p. m., when we seemed to come up with her very fast.

All hands were at quarters, and everything ready for action at least twenty minutes before we came within hail, when Captain Blake asked, "What ship is that?" I understood the answer to be, "Her Majesty's ship Spitfire." Captain Blake then said: "I will send a boat on board." I was ordered to take charge of a boat.

I had not moved one boat's length from the ship when the enemy opened fire on the Hatteras, which was immediately returned by the Hatteras. Both steamers then started ahead at full speed, exchanging broadsides for about fifteen minutes, when the firing ceased with great guns, but I heard a volley of musketry, which I thought was from both ships, they not being over one hundred yards apart at any time during the action.

I then discovered that the Hatteras had stopped, and was apparently blowing off steam; but it might have been the steam escaping from some injury during the action.

I also saw the enemy steam up alongside of the Hatteras, and, as I supposed, board her; it being dark, I could not see the men, but I heard the cheering distinctly. Up to this time I had been following the vessel, endeavoring to get on board, but was not able to do so. I now became satisfied that the Hatteras had been captured, and, not knowing whether the fleet could see us or not, we being some twenty miles from them, I thought it my duty to get back as soon as possible. Although I had no compass, I arrived here safe this morning at daylight.

I am, sir, very respectfully, your obedient servant,

L. H. PARTRIDGE,
Acting Master, United States Navy.

Rear-Admiral D. G. FARRAGUT,
Western Gulf Squadron.

Report of Commodore Bell to the Secretary of the Navy.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, Texas, January 13, 1863.

SIR: It is my painful duty to inform you that the United States steamer Hatteras, Lieutenant Commander Homer C. Blake, commanding, was sunk at 7 o'clock p. m. on the 11th instant, by a barque-rigged steamer, long mainmast and

fore-and-aft mainsail. I despatched her at 3 p. m. to examine a sail which was seen in the offing from the mast-heads. The Hatteras was about twelve miles distant at dusk. At 7.15 heavy firing was heard and flashes seen, bearing S.$\frac{1}{4}$E., and judged to be sixteen miles distant. The Brooklyn, Sciota, and Cayuga proceeded immediately in the direction of the flashes; the Brooklyn steering S.$\frac{1}{4}$E., the Sciota S.SE., and the Cayuga S. by W., hoping to intercept one or the other of the vessels engaged. The Brooklyn ran thirty miles in the direction of the flashes, and cruised to the southward and westward thereof until 7.30 a. m. on the 12th; having seen nothing, and being sixty-three miles distant from Galveston, I returned to that bar. About twenty miles from Galveston light I discovered the mast-heads of the Hatteras standing upright and out of water, tops and gaves awash, the hurricane deck adrift, and exhibiting a chafe received from the head of this ship, with which she came in collision on the 4th instant in the Mississippi; by this mark alone was the wreck identified as that of the United States steamer Hatteras. She lies in nine and a half fathoms water. At daylight on the 12th Acting Master Leander H. Partridge, with five of the crew of the Hatteras, viz: John Beatty, ordinary seaman, of Forked River, New Jersey; George H. Falkinberg, first-class boy, of Philadelphia, Pennsylvania; James Wright, seaman, of Troy, New York; William Brown, cockswain, of Boston, Massachusetts; and William H. Jenkins, ordinary seaman, of Penn's Grove, New Jersey, safely reached the blockading vessels in one of that vessel's boats. Mr. Partridge made a statement as follows:

The stranger was barque-rigged; her mainmast very long, and had fore-and-aft mainsail. She was under sail until the vessels encountered, then all sails were furled. Late in the day, Hatteras made signal that the stranger was a suspicious vessel. The signal was not seen by the squadron. The stranger replied to Captain Blake's hail, "Her Majesty's steamer Spitfire." Captain Blake said, "I don't understand you;" and the stranger replied, "I don't understand *you*." Captain Blake then said he "would send a boat on board;" and Acting Master Partridge and the boat's crew referred to left the Hatteras to board her. The boat had barely shoved off when the stranger opened fire with three broadside guns, at the distance of one hundred yards. The Hatteras promptly responded, and both vessels steamed ahead, leaving the boat astern. The firing was kept up for fifteen or twenty minutes. The Hatteras seemed to let off steam. The vessels then closed; pistol shots and cheers were heard, and Mr. Partridge, not knowing the result of the fight, steered his boat for the blockade. I have sent Acting Master Leander H. Partridge to New Orleans to report to the Admiral, and transferred the five men to the Sciota.

Impressed with the importance of communicating this information to the Admiral immediately, I despatched the steamer Clifton to New Orleans with letters for that officer.

* * * * * * * * *

Very respectfully, your obedient servant,

H. H. BELL, *Commodore.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander H. C. Blake, of the destruction of the Hatteras.

UNITED STATES CONSULATE,
Kingston, Jamaica, January 21, 1863.

SIR: It is my painful duty to inform the department of the destruction of the United States steamer Hatteras, recently under my command, by the confed-

erate steamer Alabama, on the night of the 11th instant, off the coast of Texas The circumstances of the sad disaster are as follows:

Upon the afternoon of the 11th instant, at 3½ o'clock, while at anchor in company with the fleet under Commodore Bell, off Galveston, Texas, I was ordered, by a signal from the United States flag-ship Brooklyn, to chase a sail to the southward and eastward. I got under way immediately, and steamed with all speed in the direction indicated.

After some time the strange sail could be seen from the Hatteras, and was ascertained to be a steamer, which fact I communicated to the flag-ship by signal. I continued the chase and rapidly gained upon the suspicious vessel. Knowing the slow rate of speed of the Hatteras, I at once suspected that deception was being practised, and hence ordered the ship to be cleared for action, with everything in readiness for a determined attack and a vigorous defence. When within about four miles of the vessel I observed that she had ceased to steam, and was lying "broadside on" awaiting us. It was nearly 7 o'clock, and quite dark; but notwithstanding the obscurity of the night, I felt assured from the general character of the vessel and her manœuvring that I should soon encounter the rebel steamer Alabama.

Being able to work but four guns upon one side of the Hatteras, two short 32-pounders, one 30-pounder rifle Parrott gun, and one 20-pounder rifle gun, I concluded to close with her in order that my guns might be effective, if necessary. I came within easy speaking range, about seventy-five yards, and upon asking "What steamer is that?" received the answer, "Her Britannic Majesty's ship Vixen." I replied that I would send a boat aboard, and immediately gave the order. In the mean time both vessels were changing their positions, the stranger endeavoring to gain a desirable position for a raking fire. Almost simultaneously with the "piping away" of the boat the strange craft replied, "We are the confederate steamer Alabama," which was accompanied by a broadside. I at the same moment returned the fire. Being well aware of the many vulnerable points of the Hatteras, I hoped by closing with the Alabama to be able to board her, and thus rid the seas of this piratical craft. I steamed directly for the Alabama, but she was enabled by her great speed, and the foulness of the bottom of the Hatteras, and consequently her diminished speed, to thwart my attempt when I had gained a distance of but thirty yards from her. At this range musket and pistol shots were exchanged; the firing continued with great vigor on both sides. At length a shell entered amidships in the hold, setting fire to it, and at the same instant, as I can hardly divide the time, a shell passed through the "sick bay," exploding in an adjoining compartment, also producing fire; another entered the cylinder, filling the engine-room and deck with steam, and depriving me of all power to manœuvre the vessel, or to work the pumps, upon which the reduction of the fire depended.

With the vessel on fire in two places and beyond human power, a hopeless wreck upon the water, with her walking beam shot away and her engine rendered useless, I still maintained an active fire with a double hope of disabling the Alabama and of attracting the attention of the fleet off Galveston, which was only twenty-eight miles distant. It was soon reported to me that shells had entered the Hatteras at the water-line, tearing off entire sheets of iron, and that the water was rushing in, utterly defying every attempt to remedy the evil, and that she was rapidly sinking.

Learning this melancholy truth, and observing that the Alabama was on my port bow entirely beyond range of my guns, doubtlessly preparing for a raking fire of the decks, I felt that I had no right to sacrifice uselessly, and without any desirable result, the lives of all under my command.

To prevent the blowing up of the Hatteras from the fire which was making much progress, I ordered the magazine to be flooded, and afterward a lee gun to

be fired. The Alabama then asked if assistance was desired, to which an affirmative answer was given.

The Hatteras was now rapidly going down, and in order to save the lives of my officers and men, I caused the armament on the port side to be thrown overboard. Had I not done so, I am confident that the vessel would have gone down with many brave hearts and valuable lives. After considerable delay, caused by a report that a steamer was seen coming from Galveston, the Alabama sent us assistance, and I have the pleasure to inform the department that every living being was conveyed safely from the Hatteras to the Alabama.

Ten minutes after leaving the Hatteras she went down bow first, with her pennant at her mast-head, and all her muskets and stores of every character, the enemy not being able, owing to her rapid sinking, to obtain a single weapon. The battery upon the Alabama brought into action against the Hatteras numbered seven guns, consisting of four long 32-pounders, one 100-pounder rifled gun, one 68-pounder, and one 24-pounder rifled gun.

The great superiority of the Alabama, with her powerful battery, and her machinery, &c., under the water-line, must be at once recognized by the department, who are familiar with the construction of the Hatteras, and her total unfitness for a contest with a regularly built vessel-of-war. The distance between the Hatteras and the Alabama during the action varied from twenty-five to one hundred yards. Nearly fifty shots were fired from the Hatteras, and I presume a greater number from the Alabama.

I desire to refer to the efficient and active manner in which Acting Master Henry Porter, executive officer, performed his duty. The conduct of Assistant Surgeon Edward S. Matthews, both during the action and afterwards, in attention to the wounded, demands my unqualified commendation. I would also bring to the favorable notice of the department Acting Master's Mate F. J. McGrath, temporarily performing duty as gunner. Owing to the darkness of the night and the peculiar construction of the Hatteras, I am able only to refer to the conduct of those officers who came under my especial attention; but from the character of the contest and the amount of damage done to the Alabama, I have personally no reason to believe that any officer failed in his duty. To the men of the Hatteras I cannot give too much praise, their enthusiasm and bravery was of the highest order.

I enclose the report of Assistant Surgeon Edward S. Matthews, by which you will observe that five men were wounded and two killed; the missing, it is hoped, have reached the fleet at Galveston. I shall communicate to the department, in a separate report, the movements of myself and command from the time of our transfer to the Alabama until the departure of the earliest mail from this place to the United States.

I am, very respectfully, your obedient servant,

H. C. BLAKE,
Lieutenant Commander United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Assistant Surgeon E. S. Matthews's report of casualties.

UNITED STATES CONSULATE,
Kingston, Jamaica, January 21, 1863.

SIR: I have to report to you the annexed list of casualties, as resulting from our recent brilliant, but disastrous, engagement with the rebel steamer Alabama:

John C. Cleary, fireman, Ireland, killed; William Healy, fireman, Ireland,

killed; Edward McGowen, fireman, Ireland, severe wound of thigh; John White, first-class boy, Ireland, slight wound of leg; Edward Matlack, carpenter's mate, Delaware, slight wound of hand; Christopher Steptourtch, seaman, Austria, slight wound of back; Patrick Kane, landsman, Ireland, slight wound of leg. Acting Master Partridge and five men are missing, all of whom, we may hope, have reached the fleet at Galveston. The wounded are in a favorable condition, and will soon be able to return to duty in the service of their country.

Although destitute (owing to the rapid sinking of the Hatteras) of medicines, and even of sufficient covering for the wounded, yet no difficulty was experienced in their proper treatment. An ample supply of medicines and surgical appliances were placed at my disposal, by the medical officers of the Alabama, for the use of the sick and wounded of the Hatteras.

I am, very respectfully, your obedient servant,

EDW. S. MATTHEWS,
Assistant Surgeon United States Navy.

Lieut. Com'dr H. C. BLAKE,
Late Commanding United States Steamer Hatteras.

Additional report of Lieutenant Commander H. C. Blake.

UNITED STATES CONSULATE,
Kingston, Jamaica, January 22, 1863.

SIR: I had the honor to communicate to the department, under date of 21st of January, a detailed account of the loss of the United States steamer Hatteras, in action with the rebel steamer Alabama. I have now the honor to inform the department that, after the transfer of myself and command from the United States steamer Hatteras to the rebel steamer Alabama, the officers were allowed the liberty of the vessel, after signing the usual parole, and the men placed in irons. After a stormy voyage of nine days, we arrived at Port Royal, Jamaica. As soon as permission could be obtained from the authorities, we were placed ashore by Commander Semmes, at Port Royal, and were, with all despatch, conveyed in small boats from Port Royal to Kingston, under the guidance of the American vice-consul, John N. Camp.

The condition of officers and men was truly pitiable; neither saved a single article of clothing, and many had not sufficient to protect their bodies from the inclemency of the weather. Landed on an unfriendly shore, in a state of abject destitution, that should have commanded the sympathy of avowed enemies, we felt keenly the unkind criticisms of those who profess to have no dislike for our government or its people.

Under these circumstances, in order to maintain the health of officers and men, I have had no choice but to supply their urgent necessities, and to draw upon the Navy Department for funds.

Much credit is due to United States Vice-Consul John N. Camp, to whose prompt action we are indebted for an immediate amelioration of our condition.

Feeling the necessity of reaching the United States at the earliest opportunity, I have chartered, under the directions of the American vice-consul, an American ship, Borodino, commanded by Master Flowers. I shall call at Key West, so that the men may be supplied with clothing, and shall use every exertion to reach the United States without delay.

I have the honor to be, your obedient servant,

H. C. BLAKE,
Lieutenant Commander, United States Navy.

Hon. GIDEON WELLES,
Secretary United States Navy, Washington, D. C.

REAR-ADMIRAL FARRAGUT REPORTS DEATH OF LIEUTENANT COMMANDER THOMAS BUCHANAN McKEAN, AND ENGAGEMENT AT BAYOU TECHE.

UNITED STATES FLAG-SHIP HARTFORD,
New Orleans, January 15, 1863.

SIR: It becomes my painful duty to report to you the death of Lieutenant Commander Thomas McKean Buchanan, who lost his life yesterday (January 14) in an attack upon the rebel steamer Cotton, and the batteries erected at the obstructions in the river Teche.

The Calhoun lost also two men, and had five wounded.

Lieutenant Commander Buchanan was one of our most gallant and persevering young officers. He informed me two days ago that he thought the enemy was about to make an attack on him, and that he would anticipate them. In reply to my letter, in which I enjoined him to do his whole duty on this occasion, he assured me that I need give myself no uneasiness upon that score, as they had all determined to go down rather than surrender. It appears, however, that he lost his life by pushing forward, according to General Weitzel's account, too recklessly; but his efforts were fully successful, and drove the enemy from his positions, as will be seen by the reports of Lieutenant Commander A. P. Cooke and General Weitzel, copies of which are hereto appended. Our forces are now endeavoring to pull up the obstructions and follow the Cotton up the Teche.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Major General Banks's Report.

NEW ORLEANS, *January* 15, 1863.

MY DEAR SIR: General Weitzel telegraphs that Lieutenant Commander Buchanan was killed yesterday by a shot from a rifle pit. He speaks of it as the result of a rash act in advancing, the only fault of a very brave and honorable man. There were three men killed yesterday, and some wounded. I hope to hear further to-day from the general, and will send you information. The ammunition requested by General Weitzel was forwarded this morning at 5 o'clock. Steamers have also been sent to Berwick's bay for transportation of his troops in case of accident.

Very truly yours,

N. P. BANKS,
Major General Commanding.

Admiral FARRAGUT,
United States ship Hartford, New Orleans.

HEADQUARTERS, DEPARTMENT OF THE GULF, 11.20 p. m.,
Headquarters Reserve Brigade on the Field, 4 miles above Pattersonville.

SIR: Left Brashear City yesterday at 11 o'clock, sailed nine (9) miles up Teche, cavalry and artillery marching on west bank, landed and marched up Bayou two (2) miles, then bivouacked within sight of rebel gunboat Cotton. This morning resumed march, and threw skirmishers on bank of bayou to pick

off Cotton gunners. They did this in fine style, completely silencing her. We also drove back and silenced small field battery of enemy. Lieutenant Commanding Buchanan, advancing too hastily, was killed by shot from rifle pit. Naval officers report it a week's labor to remove obstructions on Teche. We are one mile above obstructions, and in front of us are field fortifications. We get information of ten (10) guns, eleven hundred (1,100) infantry, and one thousand (1,000) cavalry. Our loss in skirmishing yesterday, one killed and one wounded; to-day, three (3) killed and fourteen (14) wounded.

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I am, sir, very respectfully, your obedient servant,

G. WEITZEL,
Brigadier General, United States Volunteers.

Major General BANKS.

Lieutenant Commander A. P. Cooke's Report.

DEPARTMENT OF THE GULF,
UNITED STATES MILITARY TELEGRAPH OFFICE,
New Orleans, January 14, 1863.

[By telegraph from gunboat Estrella, Bayou Teche.]

SIR: We attacked the enemy in Bayou Teche this morning, supported by General Weitzel's brigade, and succeeded in driving them away from their positions at the obstructions, after a sharp engagement of about two (2) hours. have to report the death of Captain Buchanan and two (2) of his men by Minnie balls from rifle pits; also Acting Master A. S. Wiggins, severely wounded through the shoulder, and Acting Ensign Foster through the cheek. The Calhoun, also, had five men wounded by Minnie balls. No serious injury received by the vessels. We are now endeavoring to remove the obstructions. I will forward to you by railroad, to-morrow, the remains of Captain Buchanan.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant Commander, United States Navy.

Rear-Admiral D. G. FARRAGUT,
United States ship Hartford, off New Orleans.

Casualties during engagement at Bayou Teche.

FLAG-SHIP HARTFORD,
New Orleans, January 26, 1863.

SIR: The following is a list of the killed and wounded in the fleet during the engagement at Bayou Teche, on the 14th instant, viz:

STEAMER CALHOUN.—*Killed:* Lieutenant Commander Thos. McKean Buchanan, shot through the head; William Neilson, landsman, shot with Minnie rifle; Charles Davigh, seaman, shot with Minnie rifle. *Wounded:* Henry D. Foster, acting ensign, shot in chest, severely; William Adams, seaman, shot in left elbow, severely; James Williams, seaman, shot in leg, severely; John Lewis, seaman, shot in leg, severely; George Perkins, seaman, shot in spine, slightly; George Riley, landsman, shot in leg, slightly.

STEAMER KINSMAN.—*Wounded:* Acting Master A. S. Wiggins; Minnie rifle

ball passed through arm and shoulder joint, very severe. Total—killed, three; wounded, seven.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

CAPTURE OF UNITED STATES SHIP MORNING LIGHT AND UNITED STATES SCHOONER VELOCITY.

No. 31.] FLAG-SHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: I have received despatches from Commodore Bell and Lieutenant Commander Read, on the coast of Texas, extracts and copies of which I herewith enclose, by which you will see that our disasters on that coast are not yet ended.

As I had already anticipated, it appears that the enemy came out of Sabine Pass with two cotton-fortified steamers, on a calm morning, and ran out to sea some twelve or fourteen miles to where the Morning Light was; the latter soon got under way, but by the rebel account (and we have no other) they gave chase, soon came up with and captured her, without losing a man. The same course of non-resistance appears to have been pursued by the officers and crew of that vessel as was pursued by those of the Westfield and Harriet Lane. The schooner Velocity was soon made also to surrender, and was taken into port.

I am very thankful that they did not get the guns of the Morning Light, as it would have enabled them to erect a battery of great strength in such a shallow pass.

You will notice that the guns of the Morning Light were loaded and went off when they became heated, by which circumstance I judge the men did not even fire their last charge, but surrendered without a struggle.

I am pleased to see, by Commodore Bell's report, that the Harriet Lane is still in Galveston harbor, although they have tried to impress us with the idea that she had run out during the last gale, which is now known not to be the case.

All of which is respectfully submitted, by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I have just learnt that the Morning Light was captured in a dead calm by the steamer coming up astern of her.

D. G. FARRAGUT,
Rear-Admiral.

Extract from report of Commodore H. H. Bell.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, January 24, 1863.

SIR: * * * * The steamer Tennessee, Acting Master Childs, commanding, arrived here at 3 a. m. 23d from Sabine Pass, and reported that the rebels there have captured the United States ship Morning Light. At 6.30

a. m. I sent Commander Read in the New London, and Lieutenant Commander McDermot in the Cayuga, to recapture or destroy her. They have not yet been heard from. I shall be under the necessity of keeping them there until ordered otherwise.

* * * * * * * *

Very respectfully, &c,

H. H. BELL, *Commodore.*

Rear-Admiral D. G. FARRAGUT, *&c., &c., &c.*

Extract from report of Commodore H. H. Bell.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, January 25, 1862.

SIR: I am very confident that the Harriet Lane is within Galveston waters. The sea broke heavily on the 18th and 19th from one end of the shoals to the other, and nothing drawing over six feet water could have possibly crossed the bar, and nothing could have passed through the gunboats anchored there without being seen, although the night was very dark. Subsequently the officers accompanying the flags of truce tried to create the impression that she is out, one of them saying so plainly. I don't believe it.

This morning Lieutenant Mitchell reported that he could see a square-rigged vessel, sails loosed, from the maintopmast head, which he takes to be the Harriet Lane. She lies beyond the upper harbor, in the direction of Virginia Point, and was doubtless carried over the shoal water by the rise during the heavy easterly weather.

Very respectfully, your obedient servant,

H. H. BELL, *Commodore.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. Blockading Squadron,
United States Ship Hartford, New Orleans, Louisiana.

Report of Lieutenant Commander Abner Read.

UNITED STATES STEAMER NEW LONDON,
Off Sabine, Sabine Pass, January 26, 1863.

SIR: On the morning of the 23d instant I was ordered, in company with the gunboat Cayuga, to proceed with all possible despatch to Sabine Pass, Commodore Bell having received information that the ship Morning Light and schooners Rachael Seaman and Velocity, blockading there, had been captured by the rebels. We got under way about daybreak. At half past 12 m. on the 23d we discovered the Morning Light, and soon after saw a steamboat leave her and stand into the pass. Simultaneous with the departure of the steamboat saw a dense smoke rising from the ship.

I ordered the Cayuga, being the fastest vessel, to go ahead with all speed and save the Morning Light, if possible. On our nearer approach we discovered that her sails were loosed, jibs up, the ship before the wind and heading toward the pass, and in flames fore and aft as high as the foretop. At twenty-five minutes before three, the mizzenmast and maintopmast fell over the side. At 3 p. m. arrived near the burning wreck, sent a boat to make examination, and found it utterly impossible to do anything to save the Morning Light. The fire was started in the after part of the ship. The enemy towed her into ten feet of water, perhaps with the hope of getting her over the bar into the pass.

Four of her guns were discharged by the heat, three on the port side and one on the starboard side, the latter having fallen into the hold, and the shot coming out just above her copper, our boat being near at the time. Two of her shells exploded.

The enemy had undoubtedly removed the powder from the magazine, as no explosion took place except the guns and shell. I do not think the enemy took any of her guns, as we saw seven, and the eighth may have fallen into the hold, as the deck was much caved in when our boat reached her.

The wreck of the Morning Light, showing nothing but her stern and stern-posts, and a large iron water-tank nearly amidships, now lies in ten feet water, on the outer edge of the bar, bearing from the light-house northwest, distant about four miles. Her bower anchor and chains can be got; also a large anchor, showing the ring awash about the fore hatch. We saved one top-gallantsail and one royal, also a top-gallant and royal yard. Nearly all her spars are so charred or burned so badly as to be useless. All that can be, I will have saved. Four of her boats which we saw were stove.

As to the schooners Rachael Seaman and Velocity, the former, I learned, had escaped; the latter was captured with the Morning Light.

On Friday, the 23d, I saw four steamboats lying at Sabine City, and on Saturday, the 24th, six; two of them, as I have learned, are barricaded with cotton, and mount three guns each, one a sixty-pounder. The pilot who accompanied us, and who has considerable knowledge of this place, informs me that there are five steamboats in Sabine river and one sea-going steamer. My intention was to cross the bar and go up to Sabine City, and, if possible, destroy the enemy's steamboats or other vessels they may have in their possession, but on Saturday morning I sounded the bar in company with the pilot, and did not find water sufficient to cross. I will watch the tide, and make another attempt to go over and, if possible, accomplish my object.

At Sabine City the rebels have two companies of cavalry of eighty men each, and two companies of infantry of about one hundred men each.

Captain Childs, of the "Tennessee," by whom I send this despatch, will inform you of some items of personal interest.

Very respectfully, your obedient servant,

A. READ, *Lieutenant Commanding.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Flag-ship Hartford.

Report of Acting Master Dillingham.

HOUSTON, *April* 1, 1863.

SIR: I forward you a list of the officers and privates captured on the United States ship Morning Light and schooner Velocity, included. Enclosed is also a list of the officers and privates of the United States steamer Harriet Lane, and the 42d regiment Massachusetts volunteers; and would beg to call your earliest attention to have us exchanged *via* Galveston and Mississippi river, instead of overland *via* Alexandria, as many of our men are partially invalided and not capable of making the journey.

I have forwarded a list of our names to Major Watts, the confederate agent for exchange of prisoners at Port Hudson, and am advised to ask your assistance in having the exchange effected as soon as possible.

Very respectfully, your obedient servant,

JOHN DILLINGHAM,
Acting Master U. S. N., late Comd'g U. S. Ship Morning Light.

Com. H. H. BELL.

List of officers and men of United States ship Morning Light, captured.

John Dillingham, acting master, commanding; Henry H. Washburn, acting master and ex-officer; George H. Rice, John L. Chambers, acting master's mates; Henry L. Van Wyck, paymaster's steward; J. W. Shrify, surgeon; George H. Abbott, yeoman; W. J. R. Clark, surgeon's steward; John Morrison, John H. Williams, boatswain's mates; William Campbell, captain forecastle; William Jenkins, captain maintop; Daniel George, captain foretop; Peter Le Prevost, captain after guard; John Bowen, Antonio Galusha, cockswains; Thomas Shepherd, John P. Lind, quartermasters; Joseph Little, master-at-arms; John McClennan, captain of hold; Charles Thomas, gunner's mate; James H. Warden, quarter-gunner; John T. Griffith, carpenter's mate; John Halsey, captain forecastle; Morris E. Lyons, captain's steward; Joseph C. Shorter, (negro,) wardroom steward; James Johnson, (negro,) wardroom cook; Timothy Baldwin, ship's cook; Alphonso Matthews, Edward Noble, William Thomas, John S. Taplin, Henry R. Snyder, Daniel Illingworth, Daniel Burke, George Dawson, John Williams, 2d, John D. Oliver, Michael Sugrue, W. H. H. Gilbert, Augustus Johnson, F. A. Van Ronk, Charles Ryan, Joseph Hafley, Francis Murray, Henry D. Buck, Charles Baxter, John Dickson, George Owen, William Sweeney, Charles Moseley, Henry Newell, Charles Lane, seamen; James Mason, James Redan, (negro,) James H. Collins, George F. Mitus, William Ferry, Michael Boyle, Benjamin Dummond, (negro,) James Collins, M. F. Wilson, Thomas Eagan, Michael Kenney, Lawrence Bartley, William Brock, O. A. Coburn, Archy McAntherr, C. B. Trudy, John Ryan, ordinary seamen; John McNulty, James Patterson, (negro,) W. T. O'Brien, Henry Bartlett, Peter Keenan, W. L. G. Smith, (negro,) J. H. Cleggett, (negro,) Augustus Wade, Edward Williams, (negro,) Isaac Stubbs, (negro,) David Saterfield, (negro,) Joseph Plumber, (negro,) William Barnett, C. K. Bliss, W. H. Blaney, James Duffy, John Soshia, (negro,) Edmund Care, (negro,) landsmen; George H. Travis, Patrick Monon, M. C. Pulson, first-class boys; A. J. Seymour, Alexander Wilson, (both negroes,) second-class boys; Boson Davis, Jerry Chambers, Robert Green, Fray Francois, Philip Soshia, Bazil Soshia, James Soshia, (died in Houston, March 21, 1863,) Gustian Louisianna, William Dread, Jerry Walker, Archy Vanse, Anderson Shields, Robert Johnson, George Bryan, (all negroes,) third-class boys. Patrick Ferlin, ordinary seaman, killed in action January 21, 1863; A. W. Marshall, ordinary seaman, died from wound in brain January 27, 1863.

N. W. HAMMOND,
Acting Volunteer Lieutenant, Comd'g U. S. Schooner Velocity.

Total number of officers and men now in Houston, 107.

JOHN DILLINGHAM,
Acting Master U. S. N., late Comd'g U. S. Ship Morning Light.

BLOCKADE OF GALVESTON AND SABINE PASS.

Report of Commodore H. H. Bell.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, January 31, 1863.

SIR: I send Midshipman H. T. Grafton in charge of my despatches by the brigantine Young America.

You will please observe, by the pointed proclamations which I enclose here-

with, that General Magruder makes a great point of his having temporarily raised the blockade of this port and Sabine Pass; that he also claims to have driven off our force from Lavaca and broken the blockade there; also that Velasco is not blockaded.

You are already in possession of all the facts connected with the restoration of the blockade of this port and Sabine Pass, and know how far it is perfect.

It is not true that he drove off the force from Lavaca. The schooner Kittatinny, blockading that port, appeared off here on the morning of the 23d, bound for Pensacola, and I ordered her back immediately, to resume the blockade there until she shall be relieved.

Acting Master Lamson, commanding, informed me that there was only one steamboat in those waters—an old iron boat.

The port of Velasco is forty miles distant from this, and is not blockaded, as the proclamation states, on account of a want of vessels, the Arthur being on duty off Aransas. Lieutenant Commander Read having reported six steamers to be in preparation at Sabine Pass to attack him, I sent the Katahdin to him, on the 29th, for two or three days. The New London and Cayuga should sustain the attack of any force which the enemy could send out from Sabine.

The transactions on the coast since the 1st instant make it apparent that sailing vessels alone cannot maintain their position off a blockaded port having steamers. They may serve for cruising off the coast after sailing vessels running the blockade; but lying to an anchor off a port only subjects them to capture. Therefore the blockade of these ports can be made effective by steamers only; in fact, we can make no show without them.

Very respectfully, your obedient servant,

H. H. BELL, *Commodore.*

Rear-Admiral D. G. FARRAGUT,
Comd'g W. G. B. Squadron, U. S. Ship Hartford, New Orleans, La

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Report of Rear-Admiral Farragut forwarding proclamations of General Magruder and Commodore Bell.

FLAG-SHIP HARTFORD,
New Orleans, February 24, 1863.

SIR: I have the honor herewith to enclose a proclamation of the rebel General Magruder, declaring the coast of Texas open to trade; also a counter proclamation from Commodore Bell. Copies of this latter have been furnished the foreign consuls at Galveston, and also to the United States consul general at Havana.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS EASTERN SUB-DISTRICT OF TEXAS,
Galveston, January 27, 1863.

SIR: I have the honor to forward to you, through Major Von Harton, Confederate States artillery, and 1st Lieutenant Franklin, my assistant adjutant general, the private property of the late Commodore Wainwright, found on board the Harriet Lane.

Also three proclamations from Major General J. Bankhead Magruder, by whom I am instructed to notify you that vessels loaded with cotton have sailed to foreign ports from the several ports mentioned in said proclamations.

The only buoy removed by us, as has been ascertained after strict inquiry, shall be replaced as near as possible to the place from which it was taken. I would respectfully repeat that the buoy stranded west of Fort Point was washed off during the gale eight or ten days ago.

I have the honor to be, very respectfully, your obedient servant,

X. B. DEBRAY,
Colonel Com'dg East Sub-District of Texas.

Commodore H. H. BELL,
Commanding U. S. Forces off Galveston Island.

Proclamation.

HOUSTON, *January* 20, 1863.

Whereas the port of Valasco, on the Brazos river in Texas, has ceased to be actually blockaded by the forced withdrawal of the enemy's fleet from the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until an actual blockade has been re-established with the usual notice demanded by the law of nations.

J. BANKHEAD MAGRUDER,
Major General Com'dg Dist. Texas, New Mexico and Arizona.

Official:

H. M. STANARD, *Aide-de-Camp.*

Commodore BELL,
Commanding Squadron off Galveston.

Proclamation.

HOUSTON, *January* 20, 1863.

Whereas the port of Valasco, on the coast of Texas, has ceased to be actually blockaded by the forced withdrawal of the enemy's fleet from the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until an actual blockade has been re-established with the usual notice demanded by law of nations.

J. BANKHEAD MAGRUDER,
Major General Com'dg Dist. Texas, New Mexico, and Arizona.

Official:

H. M. STANARD, *Aide-de-Camp.*

Commodore BELL,
Commanding Federal Squadron off Galveston.

Proclamation.

HOUSTON, *January* 21, 1863.

Whereas the port of Sabine Pass, in Texas, has ceased to be actually blockaded by the capture of the enemy's fleet near the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until an actual blockade has been re-established with the usual notice demanded by the law of nations.

J. BANKHEAD MAGRUDER,
Major General, Com'dg Dist. Texas, New Mexico, and Arizona.

Official:

H. M. STANARD, *Aide-de-Camp.*

Commodore BELL,
Commanding Federal Squadron off Galveston.

UNITED STATES STEAM SLOOP BROOKLYN,
Off Galveston, January 20, 1863.

Whereas a proclamation, dated Galveston, Texas, January 4, 1863, and signed by J. Bankhead Magruder, major general commanding, declares the said port of Galveston to be open for trade with all friendly nations, and invites their merchants to resume their usual commercial intercourse with the said port of Galveston: therefore the undersigned hereby warns all concerned that the port of Galveston, and also Sabine Pass, as well as the whole coast of Texas, are under an actual blockade by a sufficient force of United States vessels, and any merchant vessel appearing off the aforesaid ports, or attempting to pass out from the said ports under any pretext whatever, will be captured, notwithstanding the aforesaid proclamation, and sent into an open port of the United States for adjudication.

H. H. BELL,
Commodore, Com'dg U. S. Forces off Galveston and the Coast of Texas.

REAR-ADMIRAL FARRAGUT ENCLOSES REPORTS OF THE LOSS OF GUNBOAT COLONEL KINSMAN.

FLAG-SHIP HARTFORD,
New Orleans, February 26, 1863.

SIR: I regret to have to report the loss of the gunboat Colonel Kinsman, which struck a snag in Berwick bay, and, although run ashore, slid off and sank in fifty feet of water, at or near Brashear City. I herewith enclose the reports of Lieutenant Commander A. P. Cooke and Acting Volunteer Lieutenant George Wiggin.

The Colonel Kinsman was one of the boats fitted out by General Butler for river service, with her boilers and machinery protected by iron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report from Lieutenant Commander A. P. Cooke.

UNITED STATES GUNBOAT ESTRELLA,
Brashear City, February 24, 1863.

SIR: I herewith enclose Captain Wiggin's report in reference to the loss of the steamer Kinsman.

I have temporarily detailed some of her men to fill vacancies in the other vessels; as also her two master's mates, one to the Calhoun and the other to the Estrella.

I await your orders in reference to the disposition to be made of her crew, and would request to be permitted to make up deficiencies in the other vessels from her officers and men. Captain Wiggin will examine the wreck to-morrow, and see whether it will be possible to recover anything.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Flag-Ship Hartford.

Report from Acting Volunteer Lieutenant George Wiggin.

BERWICK'S BAY, *February* 24, 1863.

SIR: I herewith submit to you my report about the loss of the United States steamer Kinsman, under my command.

I received last night a detachment of the 114th New York volunteers on board to accompany me on picket duty, and started for the fort at about 9.30 p. m. When within one hundred yards of the fort, about sixty feet from shore, the engines being stopped, the steamer struck a snag, apparently floating on her starboard bow, about fifteen feet from the stern. The snag then passed on and struck the starboard wheel very heavily. We went ahead as usual and made fast to shore, when it was reported to me by the watch below that the vessel was filling. I went below immediately and examined the leak. I found the water rushing in very rapidly, the floor being covered some six inches in depth. I then ordered the engineer to start the bilge-pumps, and get up the greatest amount of steam that could be carried with safety. I had the line cut, backed out, and steamed down the bay for the flat below the wharf, in order to save my men and battery if the water should rise too fast. When opposite the wharf the water was reported to be rising very fast, and I hailed the steamers Diana, Estrella, and Calhoun, requesting boats and men to be sent to our assistance. In the mean time I had organized my crew into pumping and bailing parties, and they were all steadily at work. Heading in shore we ran aground with a full head of steam, thereby raising her bows about two feet out of water. The carpenter and his gang tried in vain to stop the leak. I ordered the powder kegs and magazine to be brought on deck, in order to keep them dry. Then I let go my anchors and ran a line from her quarter to the shore, at the same time sending troops on shore. In a few minutes afterwards her stern began to settle, causing her to slide down the steep bank, where she finally sank, and at twenty minutes past midnight every vestige of her had disappeared.

The officers and crew were picked up by the boats of the Estrella, Calhoun, and Diana, neither officers nor men having the least chance to save any of their effects.

I am sorry that I have to report the following of my men missing: John Berry, ship's cook; Patrick McGown, fireman; John Kirby, fireman; Isaac Deer, coalheaver, (colored;) William Parker, coalheaver, (colored.)

Early this morning I went in a small boat to examine the bayou and recover what property I might, and succeeded in picking up six barrels of powder, with a few pieces of sailor's clothing and bedding.

Very respectfully, your obedient servant,

GEORGE WIGGIN,
Acting Volunteer Lieutenant U. S. Navy.

Lieut. Commander A. P. COOKE,
United States Steamer Estrella.

PASSAGE OF PORT HUDSON.

FLAG-SHIP HARTFORD,
Off Mouth of Red River, March 16, 1863.

SIR: It becomes my duty again to report disaster to my fleet, although I know neither the extent nor the attendant circumstances; I shall therefore confine my report to those facts which came under my own personal observation.

On the morning of the 13th instant, off Baton Rouge, I inspected the ships of my command to see that all the proper arrangements had been made for battle, &c., and I am happy to say found everything well arranged, and the ships well prepared in every respect. My general order (A) had been previously written, and delivered to each commanding officer for his guidance in passing Port Hudson. I had had a consultation with General Banks in the morning, and he informed me that he was ready to move against Port Hudson immediately, and make a diversion in my favor, and attack the place if he found it practicable, &c. At 4 p. m. I signalized to the fleet to get under way, and we proceeded up the river to near Profit's island. Early the next morning (14th) we proceeded on up to the head of Profit's island, where we found the Essex and the mortar boats all lying ready for their work. I called all the commanders on board of this ship, and consulted Commander Caldwell as to the batteries, his information connected with the place, and the character of the steamers we saw above (they were five in number, two cotton rams for boarding our gunboats and the others river steamers, transports, &c.) I also directed the mortar boats to commence firing, in order to get their ranges, which they did, but finding the distance too great, I directed them to move half a mile nearer. We conversed freely as to the arrangements, and I found that all my instructions were well understood, and, I believe, concurred in by all. The gunboats were assigned to the ships according to their speed, giving the Richmond—she being the slowest ship—the Genesee, she being the most powerful and fastest gunboat. The stations of the others will be seen in the diagram annexed to my general order (A.)

After a free interchange of opinions on the subject, every commander arranged his ship in accordance with his own ideas. I had directed a trumpet, fixed from the mizzentop to the wheel, on board of this ship, as I intended the pilot to take his station in the top so that he might see over the fog or smoke, as the case might be. To this idea, and to the coolness and courage of my pilot, Mr. Carrell, I am indebted for the safe passage of this ship past the forts. At 5 p. m. (14th) I received a despatch from General Banks, announcing that his command was at the Cross-roads, and all ready to move upon Port Hudson; in reply I informed him that I hoped to have passed at midnight. At dusk I made signal to the gunboats to take the stations assigned to them. At 9 p. m.

I made signal for the fleet "to weigh," but from some cause or the other the Mississippi and Monongahela did not come up to their stations, although they answered the signal. At 10 p. m. the tug Reliance came alongside, and I sent her to order them to *close up*, and as soon as I could see the vessels in position we went ahead. My instructions to Commander Caldwell were not to open fire until the enemy opened upon us. I think we took them by surprise somewhat, as they did not open fire upon us until we were abreast of a large light placed on the opposite side to guide their fire there. The lookout threw up rockets, and a battery soon opened upon us at about 11.20 p. m., but did not answer our broadside. Commander Caldwell, of the Essex, now opened in fine style, and the mortar boats did their duty in the most handsome manner, keeping up their fire until two or three o'clock in the morning. This ship moved up the river in good style, Captain Palmer governing, with excellent judgment, her fire according to circumstances, stopping when the smoke became too dense to see, and reopening whenever a fresh battery fired upon us; but we always silenced their battery when we fired. At last, the current from around the point took us on the bow and threw us around, almost on shore; but backing the Albatross, and going ahead strong on this ship, we at length headed her up the river. The upper batteries now opened on us, and we could only reply with the two guns on the poop—a IX-inch and a 30-pounder Parrott rifle, but they both did their duty well.

When we rounded the bend I saw the Richmond, as indeed I had done whenever during the action the smoke was not too dense, and I thought that she was following us in fine style, as I could see the effect of each of her broadsides upon the batteries. Great, however, was my surprise when I found that she did not come up after we had rounded the point, but my fears were not excited until sufficient time had elapsed for the other vessels to join us.

I soon saw a vessel on fire, and apparently grounded, and I feared she was one of ours. I next saw her drifting down the river, with her guns going off and the shells exploding from the heat. We now arrived at the conclusion that one or more of the vessels had met with disaster, and the rest had dropped down the river again; the firing ceased about this time (2 a. m.,) and near 4 a. m. (15th) the burning vessel blew up with a great explosion.

The nature and details of this disaster will doubtless be communicated to you by the senior surviving officer below Port Hudson, in command of the fleet.

In conclusion, I can only say that I know not how far I am responsible for this sad affair, but I take it for granted that as the flag-ship came safely through and saw the others following, the disaster must have been caused by an accidental shot disabling a vessel, and the others stopped to assist her, instead of coming through and letting one of the gunboats take her down; but I have too high an estimation of *each* and of *every one* of the officers commanding those vessels to imagine for a single instant that everything in their power was not done to insure success. The only fear I had was getting ashore in rounding the bend.

I assigned no gunboat to the Mississippi for two reasons: first, I had but three gunboats; second, she being a side-wheel steamer, could not take one alongside to advantage, and in fact, with the exception of the assistance they might have rendered the ships if disabled, they were a great disadvantage.

If in this effort to come up and cut off the enemy's supplies from Red river and recapture the Indianola misfortune has befallen some of our vessels, I can only plead my zeal to serve my country and the chances of war; and I felt that my orders of October 2, 1862, fully justified me in doing what I should have done two months ago but for the disasters at Galveston and Sabine Pass, the strong force of the enemy at Mobile, and the inadequacy of my force to meet all these contingencies.

I therefore have the satisfaction of knowing that I acted to the best of my judgment, and hence am only answerable for the imperfection of that judgment.

Concerning the Hartford, I cannot speak too highly of her captain, officers and crew. All did their duty as far as came under my observation, and more courage and zeal I have never seen displayed. The officers set a good example to their men, and their greatest difficulty was to make them understand why they could not fire when the smoke was so dense that the pilot could not see to navigate.

I had two pilots, Mr. Thomas R. Carrell and Mr. J. B. Hamilton; the first named passed Vicksburg with me, and my main reliance was placed upon him, for I know his great good qualities of courage and skill, and he never disappointed me for a single moment. Mr. Hamilton also conducted himself with great steadiness, and was a valuable aid to Mr. Carrell.

Captain T. A. Jenkins, captain of the fleet; Mr. E. C. Gabaudan, my secretary, and Mr. Loyall Farragut, who acted as signal officer, assisted by Mr. Palmer, Captain Jenkins's clerk, were all at my side on the poop deck, and exerted themselves to render every assistance in their power.

I shall only mention the officers and crew of this ship in general terms, leaving it to Captain Palmer to speak of them more specifically according to their merits. To the good firing of the ships we owe most of our safety, for, according to my theory, the best way to serve yourself is to injure your adversary; and although we received some ugly wounds, our casualties were small, as we only lost one man killed and two slightly wounded, and they were both at their guns again in a few minutes, as ready and as willing, if not quite so able as before, to do their duty.

The Albatross being the most vulnerable of the gunboats, and her speed being about equal to that of this ship, was assigned to her; and although it was not in Lieutenant Commander Hart's power to do much, still he did all that was in his power, and whenever he could bring a gun to bear ahead or astern on the port side it was instantly fired. She suffered to the same extent as this ship, losing one man killed, but none wounded.

I have the honor to enclose the fleet surgeon's report (B.)

All of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

UNITED STATES FLAG-SHIP HARTFORD, 1863.

General order for passing Port Hudson, Mississippi.

The ships will each take a gunboat on her port side, and secure her as well aft as possible, so as to leave the port battery clear for the enemy's battery on the port side of the river going up after we round the point opposite Port Hudson.

Each ship will keep a very little on the starboard quarter of her next ahead, so as to give free range to her chase guns, without risk of damage from premature explosion of shrapnell or shell.

The captains will bear in mind that the object is to run the batteries at the least possible damage to our ships, and thereby secure an efficient force above for the purpose of rendering such assistance as may be required of us by the army at Vicksburg, or, if not required there, to our army at Baton Rouge.

If they succeed in getting past the batteries, the gunboats will proceed up to the mouth of Red river, and keep up police of the river batteries between that river and Port Hudson, capturing everything they can.

Should any vessel be disabled so that she is unable to pass Port Hudson, she will use the gunboat to the best advantage. If the captain thinks he can get by, try it; if he thinks not, let the gunboat drop her down below the range of the batteries. If both are disabled, then club down with a light anchor, or use the sails as in his judgment may seem best, but I expect all to go by who are able; and I think the best protection against the enemy's fire is a well-directed fire from our own guns, shell and shrapnell at a distance, and grape when within 400 or 500 yards.

D. G. FARRAGUT,
Rear-Admiral.

UNITED STATES FLAG-SHIP HARTFORD,
Below Port Hudson, March 13, 1863.

Memorandum for commanding officers, to accompany general order for passing the batteries.

SIGNALS.

1. To get under way.	(2.) Two red lantern lights hung over the stern.
2. Answer to No. 1. One red lantern light hung over the bow.	When under way, exhibit (1) one red lantern light over the bow.
3. "Disabled I am." Two perpendicular white lantern lights to be shown where best seen.	If disabled, drop out of line to port, and display where they can be best seen two perpendicular white light lanterns.
4. Discontinue the action and drop down the river. Coston light No. "4," all red.	If the admiral wishes to discontinue the action and drop down the river, one Coston light No. "4," all red, will be burnt aft.

5. Special attention must be given to the steamers lying at Port Hudson. Shell them with the hope of setting the cotton on fire and destroying the boats.

6. Whoever is so fortunate as to get through will proceed to carry out the views contained in the general order—that is, stop the communication between Red river and the rebels on the eastern banks of the Mississippi river, and communicate with the fleet and army above; and if their services are not required to assist in reducing Vicksburg, return to the mouth of Red river, and keep up the blockade until the want of provisions and coal make it necessary to return to Baton Rouge. Nurse your coal with all possible care.

7. Supplies of provisions and coal may probably be obtained from the fleet and army above; failing to obtain them there, the army below Port Hudson may find means of conveying them across the peninsula or point opposite Port Hudson. So long as supplies can be obtained, the vessels above Port Hudson will remain there.

D. G. FARRAGUT,
Rear-Admiral.

B.

List of casualties on the Hartford and Albatross.

UNITED STATES FLAG-SHIP HARTFORD,
Off Mouth of Red River, March 16, 1863.

SIR: I respectfully report the following list of killed and wounded in passing Port Hudson on the night of the 14th instant:

HARTFORD.

Killed.—Thomas F. Butler, marine.
Wounded.—Daniel McCarty, landsman, slightly; Frederick Carr, captain of forecastle, slightly.

ALBATROSS.

Killed.—Charles Raick, captain's steward.
Total.—Killed, 2; wounded, 2.

I am, respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

REPORT OF CAPTAIN PALMER, COMMANDING THE HARTFORD.

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, March 16, 1863.

SIR: I have the honor to report that, agreeable to your order, the signal for the attack and passage of the batteries at Port Hudson was made at 9 p. m. The gunboat Albatross being assigned to this ship had been previously lashed on our port side. As soon as you were satisfied that the other vessels of the squadron were in position, we steamed up to the contest. At 11 the lower batteries of the enemy opened fire, which we returned, and the action commenced. The night being dark and still we soon discovered the smoke of our guns prevented the pilot from directing the course; as this was all essential to us, I was frequently compelled (to my regret) to order our fire to cease until the smoke cleared sufficiently.

The pilot was placed in the mizzentop, conveying his orders to the wheel through a tube which had been arranged according to your suggestion. At the sharp turn of the bend our peril was most imminent, the rapid force of the current taking us upon the bow threw us well nigh upon the enemy's batteries. By the cool and dexterous management of the pilot we were soon recovered and around the point; and though under a heavy plunging and raking fire, but four large shells struck our hull.

For the next two miles we could only return the fire with our stern guns, which were well served, and our loss, to my great surprise, amounted to but one man (a marine) killed and two wounded. These gallant fellows as soon as their wounds were dressed returned to their quarters.

The conduct of the officers and crew came also under your observation; too much praise cannot be given them for coolness and courage. I must be permitted, however, to speak of the great ability of the first lieutenant of this ship,

Lieutenant Lewis Kimberly; to his industry, zeal, and ingenuity I greatly attribute the well-protected state of this ship; the precautions, doubtless, saved the lives of many a gun's crew. A shell having burst in the rail, filling the splinter nettings with splinters, which otherwise would have been thrown broadcast across the deck to the destruction of many, and our barricades of hammocks and sails around the poop, wheel, and topgallant forecastle perhaps saved life from musketry which was constantly fired upon us. To these arrangements, under a merciful Providence, I impute our small loss.

Respectfully, your obedient servant,

JAS. S. PALMER, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Report of Captain Melancton Smith.

PORT HUDSON, *March* 15, 1863.

SIR: Captain McKinstry, commanding United States steamer Monongahela, senior officer below Port Hudson, being unable to communicate with the department owing to injuries sustained by him in action, has requested me to embody in my report of the destruction of the United States steamer Mississippi the principal facts connected with the attack on the batteries at that place, which the enclosed instructions from Rear-Admiral Farragut will serve to explain, as well as to show the success of the expedition.

I have the honor to inform you that at 9.15 p. m. the flag-ship made general signal to get under way, and in thirty minutes the fleet were moving up towards the batteries in the positions that had been assigned them. Our approach was signalized by the rebels on the west bank of the river, and at 11 p. m. the batteries opened fire upon the flag-ship, which was the leading vessel in the line. At this time the Essex engaged the lower batteries, the bomb vessels commenced shelling, the flag-ship opened fire, and the engagement became general as the vessels came in range. At thirty minutes a. m. the Richmond passed down the river, and, owing to the darkness and smoke, was for some time taken for an enemy by the crew of the Mississippi, who were with difficulty restrained from firing into her. For the cause of the disability of that vessel, I would respectfully refer you to the report of Captain Alden, herein enclosed.

The Monongahela, which was our next ahead, could not at this time be seen. Supposing that she had increased her distance, the order was given to "go ahead fast," in order that we might close up. We had now reached the last and most formidable batteries, and were congratulating ourselves upon having gained the turn, when the Mississippi grounded and heeled over three streaks to port. The engine was immediately reversed, and the port guns (which had not been fired) were run in to bring her on an even keel, after which our own fire from the starboard battery was recommenced. The engine was backed for thirty-five minutes and the steam was increased from thirteen to twenty-five pounds, which was considered by the chief engineer the greatest pressure the boilers would bear, when the pilot stated it would be impossible to get the vessel off. I then ordered the port battery to be spiked, and with the pivot gun to be thrown overboard, but the latter was not accomplished before I deemed it most judicious and humane to abandon the vessel, as the enemy had obtained our range, and we were exposed to the galling and cross fire of three batteries, their shots hulling us frequently.

The sick and wounded were now ordered up, at which time we ceased firing, and three small boats (all we had) were immediately employed in landing the

crew while preparations were being made to destroy the vessel. Up to this time the men had been working the guns in the most splendid style, and aiming at every flash, which was the only guide to the rebel works. It was by no means certain that the officers and crew would not, even after landing, fall into the hands of the enemy, as musketry had been fired from the west shore on our passage up; but as this was of less consequence than the capture of the ship, the crew were directed to throw overboard all the small arms, the engineer ordered to destroy the engine, and the ship set on fire in the forward storeroom. To be positive that this was effectually done, the yeoman was sent below to make an examination, when three shot entered the storeroom, letting in the water and extinguishing the flames. She was then fired in four different places aft, between decks; and when the combustion had made sufficient progress to render her destruction certain I left the ship, accompanied by the first lieutenant, all having now been landed, and passed down to the Richmond under the fire of the rebel batteries. On reaching that vessel I learned that the flag-ship and the Albatross had succeeded in running the batteries. I also observed the Monongahela at anchor, the reasons for which are contained in the report of Lieutenant Thomas, herewith enclosed.

At 3 o'clock a. m. the Mississippi was observed to be afloat and drifting slowly down the river, which circumstances may be readily accounted for by the absence of her crew, the effect of the fire, the explosion of shells, and the settling of water aft, owing to the cutting of the out-board delivery pipes, which brought her by the stern and caused her to slide off the shoal, and at 5.30 a. m. she blew up, producing an awful concussion which was felt for miles around.

I consider that I should be neglecting a most important duty should I omit to mention the coolness of my executive officer, Mr. Dewey, and the steady, fearless, and gallant manner in which the officers and men of the Mississippi defended her, and the orderly and quiet manner in which she was abandoned after being thirty-five minutes aground, under the fire of the enemy's batteries. There was no confusion in embarking the crew, and the only noise was from the enemy's cannon, which did not cease until some time after the ship was enveloped in flames, and the boats had passed out of range of their guns.

The personal effects of the officers and men were burned with the ship, no individual saving even a change of clothing or a relic of our former victories.

Whether my conduct shall receive the censure or approval of the department, I beg to assume the entire responsibility of the course I have pursued, as no suggestions were made by the officers, nor was any consultation called.

I would respectfully refer you to the reports of all the commanding officers and the heads of the several departments for the casualties, expenditure of ammunition, and injuries the vessels sustained, and enclose also a receipt for the signal books turned over to the Richmond for the use of the gunboat Essex.

I have the honor to be, very respectfully, your obedient servant,

MELANCTON SMITH,
Captain U. S. N., late of the U. S. Steamer Mississippi.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, March 16, 1863.

Received from Captain Melancton Smith, United States navy, one general and one boat signal book and one naval telegraphic dictionary, being the same that formerly belonged to the Mississippi.

JAMES ALDEN, *Commander.*

Lists of saved and missing of the Mississippi.

UNITED STATES STEAM SLOOP PENSACOLA,
New Orleans, March 18, 1863.

SIR: I have the honor to report the number of officers, seamen, and marines saved and missing from the late steamer Mississippi. The former have been turned over to the Pensacola for distribution among the vessels of the squadron:

Officers saved, 32; killed, 1; missing, 3. Seamen saved, 179; killed and missing, 52. Marines saved, 32; killed and missing, 8. Recapitulation: Saved, 233; killed and missing, 64; total, 297.

I am, sir, very respectfully, your obedient servant,

MELANCTON SMITH,
Captain United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER PENSACOLA,
Off New Orleans, March 20, 1863.

SIR: I have the honor to enclose a list of officers, crew, and marines that are missing from the late United States steamer Mississippi.

Very respectfully, your obedient servant,

M. SMITH, *Captain U. S. N.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

—

List of officers, crew, and marines, of the late United States steam sloop Mississippi, missing.

Officers.—Robert L. Kelly, acting master; P. H. W. Fontané, captain of marines; Jefferson Brown, third assistant engineer; H. B. Francis, acting master's mate.

Petty officers.—Joseph N. Sullivan, paymaster's steward; Charles Williams, quartermaster; Charles Sullivan, carpenter's mate; Charles Williams and Henry C. Day, quarter gunners; William H. Jordan, ship's corporal; Timothy Toomey, ship's cooper; Charles Lewis, armorer's mate; Ephraim R. Jones, officer's cook; William Johnson, cockswain.

Seamen.—William H. Thompson, Elijah Drew, Richard Rowley, T. H. Nugent, and William Robinson.

Ordinary seamen.—Albert Randolph, George Henry, James Walley, Lewis Philips, John White, John McDonald, George N. Howard, William West, Andrew Mathews, William Nelson, Luther H. Topping, Patrick O'Neil, Thomas Harris, John W. Edwards, John J. Burk, John McElroy, Thomas Cunningham, and James Moore.

Landsmen.—John Hickey, Henry Williams, William Hawkins, James C. Hodgkins, John McCandless, Thomas Hughes, John W. Decker, and John McCormick.

Boys.—John Keating and John Ashcraft.

Firemen.—A. H. Landholtzer and Bart. Harrigan, first class, and James H. Burnes, second class.

Coalheavers.—John Egan; William H Austin, second.

Marines.—Patrick Bannon, Peter Doyle, Patrick Flatherty, David Kelly, (first,) James McMullin, John Redding, William Talant, and John Kelly, (second.)

Contrabands.—Stephen Downey, Scott Lewis, George Jackson, and Moses Obenton.

C. P. WALLACH, *Paymaster.*

Casualties on board the Mssissippi.

UNITED STATES STEAMER RICHMOND,
Off Port Hudson, Mississippi River, March 15, 1863.

SIR: As far as can be ascertained at present, the number of casualties which occurred on board the United States steamer Mississippi during the action with the batteries at Port Hudson were as follows: Killed, about 25, among whom the following: Robert Kelly, acting master; William Caton, boy; John Ashcroft, boy; David Kelly, mar.; Richard Rowley,* seaman; Thomas Harris, ordinary seaman; Bart. Harrigan, fireman; Sanderholder, fireman; and George Jackson, contraband. Severely wounded: Frederick Reed, ordinary seaman; Charles Wheeler, ordinary seaman; William Hawkins, landsman; Henry Day, quarter gunner. Slightly wounded: J. E. Fallon, third assistant engineer; William Anderson, cockswain; L. H. Topping, ordinary seaman; James McGrath, seaman, and others whose names are not known, as they jumped overboard, fearing to fall into the hands of the enemy.

Very respectfully, your obedient servant,

ROBERT T. MACCOUN, *Surgeon.*

Captain MELANCTON SMITH,
United States Navy.

Ammunition expended by the Mississippi.

MARCH 16, 1863.

SIR: The following is the report of ammunition expended at the engagement at Port Hudson, by the United States steamer Mississippi, on the evening of the 14th and morning of the 15th of March, 1863: 2,047 pounds of powder, 150 8-inch shells, 20 8-inch grape, 46 10-inch shells, 29 rifle shells, (20-pounder,) 18 howitzer shells and shrapnell, (heavy,) 12 howitzer shells and shrapnell, (light,) 170 8-inch cartridge bags, and 325 primers.

WILLIAM COPE, *Gunner.*

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, Louisiana, March 15, 1863.

SIR: I have respectfully to report that our attempt to pass the batteries at Port Hudson last night, in company with the admiral and the other ships of the squadron, was frustrated by a shot striking the steam-pipe in the vicinity of the safety-valves, upsetting them both and letting off the steam. At the time this accident occurred we were in position, second in the line which the admiral was leading, and, with her, engaging the last battery. The *turning point was gained,* but I soon found, even with the aid of the Genesee, which vessel was lashed

* Subsequently ascertained not to have been killed.

alongside, that we could make no headway against the strong current of the river, and suffering much from a galling cross-fire of the enemy's batteries, I was compelled, though most reluctantly, to turn back, and by the aid of the Genesee soon anchored out of the range of their guns. My noble and gallant friend, Lieutenant Commander Cummings, the executive officer of this ship, was shot down at my side just before this accident occurred, his left leg being taken off below the knee by a cannon shot while he was in the bravest manner cheering the men at the guns.

Enclosed I send you a list of casualties and also reports of injuries done to the ship by the enemy's shot. To say, in the most emphatic manner, that *all* did their duty *nobly* and *well* under the most trying circumstances that men could be placed in, is but a feeble tribute to their devotion and gallantry; for more than two hours they stood to their guns and replied in the steadiest manner to the most galling fire that I have ever witnessed, not excepting the memorable passage of Forts Jackson and St. Philip. Our difficulties in this action were heightened by the abrupt turn in the river, where the strongest of the enemy's batteries were placed, by the obscurity of the night and the humidity of the atmosphere, this last causing the smoke to settle around us so that we were frequently compelled to cease firing to find our way. Just before the accident to our steam-pipe a torpedo was exploded close under our stern, throwing the water up thirty feet, bursting in the cabin windows, and doing other unimportant injury.

Whereas I have said all did their duty so well, it would almost seem invidious to designate any by name. Of Lieutenant Commander Cummings I have spoken elsewhere, and I trust he will be promoted immediately as a slight token of his worth and bravery. Lieutenant Terry's service in this action can hardly be overestimated. To his consummate coolness, which I have never seen excelled, together with a quick eye, the rescue of this vessel is, in a great measure, due. Captain Ramsay, who deserves special mention, in charge of the marine division of great guns, had nearly a whole gun's crew swept away by a single cannon shot. Acting Masters Gibbs and Wilson, together with Ensigns Swann and Haskins, fought their guns ably and well. Master's Mate Cox, together with my clerk, Mr. Bogart, who acted as aid and signal officer, deserved mention, too, for their promptness in carrying my orders. To Mr. Moore, our chief engineer, great credit is due for his management throughout the fight, and particularly after the accident to the safety-valve chest.

We shall have our injuries temporarily repaired by to-morrow, and be ready for any emergency that may arise. Before, however, we can be entirely efficient it will be necessary to have one new safety-valve and chest, all of which can be readily obtained at New Orleans.

With great respect, I am your obedient servant,

JAMES ALDEN, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of damages and injuries to the Richmond.

UNITED STATES STEAMER RICHMOND,
March 15, 1863.

SIR: I respectfully beg leave to report the damage received by this ship, in hull, &c.:

One shot struck front of cutwater, cutting away martingale guy. One struck starboard bow, passed through between decks. One came through No. 1 gun port,

on starboard side, starting forward transom of gun-carriage, burst, scarring the deck. One shot passed through starboard forward waist-boat, cutting off the gunwales on both sides. One shot cutting davit of starboard waist-boat nearly off, another cutting away the rudder and part of stern-post. One solid rifle-shot passed through side, under No. 8 gun-port, through steam-pipe and smoke-pipe, breaking down bulkhead. One shell struck under mainchains, cutting away two chain-plates, exploding in the side, tearing off ceiling, one piece of shell going through the barge. One shot cutting span maintopsail yard in two, cutting off hammock rail, shattering netting, passed across the deck, striking spanker boom and pooprail, breaking awning stanchion. One shell passed through side between 11 and 12 gun port, exploding, scarring the deck, knocking away stanchion under poop, through bulkhead and captain's office. One shot in side, under starboard quarter. One inside on starboard bow, two feet above water-line. Two shots through port waist-boat. One through main masthead, six feet above the top, cutting away one-half of the strength of mast; another scarred fore-masthead. The above received during the engagement at Port Hudson.

I have the honor to be your obedient servant,

H. L. DIXON, *Carpenter.*

JAMES ALDEN, Esq.,
Commanding U. S. Steamer Richmond.

UNITED STATES STEAMER RICHMOND,
Off Port Hudson, Louisiana, March 15, 1863.

SIR: I respectfully beg leave to report the injuries sustained by this vessel during the action of the night of the 14th instant, off Port Hudson, in the boatswain's department:

Inner and outward bobstays shot away. Back ropes cut through by shot. Foretopsail haliards and traveller shot away. Port forward foretopmast backstay shot away. Chain slings of main yard shot away. Starboard maintopsail lift shot away. One shroud port maintopmast rigging shot away. One water-whip and blocks shot away.

I have the honor to be, sir, your obedient servant,

ISAAC F. CHOATE.

JAMES ALDEN, Esq.,
Commanding U. S. Steamer Richmond.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, La., March 15, 1863.

SIR: I respectfully report the damage sustained by this vessel in the gunner's department in the action of last evening with the Port Hudson batteries to be as follows: The gun-carriage at No. 1 port on starboard side is materially injured by shell passing through breast transom, rear transom being also badly shattered by same shell. One rammer lost overboard, also one rammer and sponge destroyed by shot. The lock and sight covers were thrown overboard, belonging to the 9-inch gun on the poop deck, by a torpedo exploding under the stern.

Respectfully, &c.,

JAMES THAYER, *Gunner.*

Commander JAMES ALDEN,
Commanding U. S. Steamer Richmond.

Report of ammunition expended by the Richmond.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, La., March 15, 1863.

Report of number of rounds fired during the action of Saturday night, March 14, 1863.

125 charges 9-inch, 10 lbs., or 1,250 lbs. powder.
7 charges 6-inch, 7 lbs., or 49 lbs. powder. 80-pounder rifle.

SHELL.

90 shells, 5 lbs., 9-inch.
25 stand of grape, 9-inch.
7 shell, 6 inch, for 80-pounder rifle, percussion.

Respectfully, your obedient servant,

JAMES THAYER, *Gunner.*

Commander JAMES ALDEN,
Commanding U. S. Steamer Richmond.

Injuries to the machinery of the Richmond.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, March 16, 1863.

SIR: I have the honor to enclose herewith the report of the chief engineer of this vessel setting forth the injuries done to our machinery on the night of the 14th instant. It would have been sent with the others, but Mr. Moore's attention has been so entirely engrossed in the personal superintendence of the repairs that it was found impracticable.

In my general report of our proceedings, at the time referred to, I had occasion to speak of Mr. Moore's services, and would again call the attention of the department to his merits as an officer. All that he says of his assistants I can indorse most fully, and would beg leave to mention here what I regret was from some oversight omitted in my first report, namely, that Third Assistant Engineer Weir, who was stationed at the bell-pull on the bridge, was of the greatest assistance to me in pointing out the location of the different batteries, and although knocked down and injured by splinters, recovered himself immediately and continued unflinchingly at his post.

With great respect, I am your obedient servant,

JAMES ALDEN,
Commander and Senior Officer present.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, March 16, 1863.

SIR: I respectfully report the following damages sustained by the machinery of this ship during the engagement with the rebel batteries at Port Hudson on the night of the 14th instant:

About 12.20 a 6-inch rifle solid shot came through the starboard side of the ship, about four feet above the berth deck, inclining downward; it passed

through a barricade of clothes, bags and hawsers, through bulkhead of steam-drum room, shattered the starboard safety-valve chamber, grazed the valve and seat, upsetting both, and letting off the steam in large volumes; it then passed through the smoke-pipe, about five inches above the steam-drum, and taking an upward and forward course, struck the port safety-valve weight, forcing it through the steam-drum room bulkhead, twisting and bending the lever at right angles, and leaving the valve somewhat opened.

The escape of steam was so great as to reduce the pressure in the boilers almost immediately to nine pounds. Anticipating some such accident to this exposed portion of our machinery, lines were attached to the stop-valves which enabled us to shut off the injured one without attempting an entrance to the steam-drum room, which, together with the berth deck, was filled with steam; fires were then hauled from the furnaces of starboard boiler.

The steam so filled the fire-room that it was with the greatest exertions on the part of the firemen that the fires were hauled. The men were obliged to relieve each other every two or three minutes, in which time they would become completely exhausted from the effects of steam and the hot fires we had in the furnaces. McClelland, Vantine, Rush and Hickman deserve particular mention.

I consider it my duty to bring to your notice the valuable assistance rendered me by First Assistant Engineer E. Hoyt, who, during the whole engagement, was actively employed wherever most required, until after having penetrated the steam several times, while superintending the hauling of fires, trying to ascertain the extent of injury, &c., he was finally led away completely exhausted and fainting.

We will be able to finish the repairs by to-morrow sufficiently well to carry fifteen pounds of steam until a new safety-valve and chamber can be procured and fitted to the starboard boiler.

Very respectfully, your obedient servant,

JOHN M. MOORE,
Chief Engineer.

Captain JAMES ALDEN,
Commanding U. S. Steamer Richmond.

Report of casualties on board the Richmond.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, Mississippi River, March 15, 1863

SIR: The following is a list ow;duan- n ok filledded in the action with th., Port Hudson batteries last night:

Killed.—Charles Catherwood, P. M., age 26, born in Ireland, from barracks at Gosport, killed by a fragment of shell entering brain; John Thompson, P. M., age 36, born in Ireland, from barracks at Brooklyn, head carried off by shell or cannon shot; John Howard, boatswain's mate, age 48, born in New Jersey, from receiving ship Pennsylvania, both knee joints and right elbow shattered by fragments of a solid shot. Total, 3.

Wounded.—A. Boyd Cummings, lieutenant commander and executive officer, left leg carried away by a cannon shot—amputation below knee joint; Thomas Nolan, private P. M., right hand shattered and amputated; Joseph P. Mullen, P. M., contusion of brain—not severe; George W. Harris, P. M., contusion; Richard Lyons, captain of top, contusion; Alexander Thompson, seaman, contused wound; Henry Barnes, seaman, contusion; John S. Gross, corporal of

marines, contusion; Robert H. Neely, corporal of marines, contusion; Michael O'Neil, P. M., sublaxation; Robert Staples, P. M., contusion; Edward Conover, P. M., contusion. Total, 12.

These latter injuries are not severe, and occurred from splinters.

Very respectfully,

A. A. HENDERSON, *Surgeon.*

Captain JAMES ALDEN.

Letter of Captain Alden, forwarding Commander Macomb's report.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, March 17, 1863.

SIR: In forwarding Commander Macomb's report of his proceedings in the action of the 14th instant, which I have the honor herewith to enclose, I must beg leave to state that the rescue of this ship from her perilous position that night is in a great measure due to his coolness and intrepid conduct. I will venture to hope, therefore, that he may receive at the hands of the department some special notice, which is always so grateful to the feelings of a gallant officer.

Respectfully, I am your obedient servant,

JAMES ALDEN,
Commander and Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER GENESEE, *March* 17, 1863.

SIR: I have the honor to make the following report of the operations of this vessel, under my command, during the action with the batteries at Port Hudson on the night of the 14th instant:

Agreably to orders and prescribed arrangements of Rear-Admiral Farragut, this vessel was lashed alongside, on the port quarter, of the United States steam sloop Richmond, for the purpose of towing and rendering such assistance as might be required.

The moment the signal was made by the admiral, Captain Alden started the Richmond, with the Genesee, and took our position in line of battle, following the flag-ship. At about 11.30 the batteries opened fire upon the vessels, which was immediately returned by the heavy broadside of the Richmond, and in which we joined with all the guns we could bring to bear on that side, viz: the bow pivot, 100-pounder Parrott; the stern pivot, 10-inch; and the starboard after, 9-inch gun.

While passing up abreast of the batteries under their fire, we were fired upon by some guns on the right bank of the river, nearly opposite, when I opened the whole of our port battery upon these positions.

At 12.50, while proceeding past the batteries, and having arrived as high up as Thomas's Point, where the river bends to the westward, and after the Richmond and this vessel had commenced to turn in that direction, the Richmond having received a shot through her steam valve-chest, which rendered her engine disabled, we were compelled to turn the Richmond round, and tow her down

the river to a place of safety, and anchored abreast of Profit island, according to the instructions of the admiral.

At 2 a. m. cast off from the Richmond for the purpose of anchoring. At this moment the Mississippi was reported to have grounded abreast of the batteries. We immediately proceeded up to her, with a view of rendering assistance, and found her on fire fore and aft. Sent one of the cutters to search the right bank of the river and rescue any of the officers or crew they might find there.

This movement was necessarily made with great risk to the Genesee, as the Mississippi's guns were becoming so heated as momentarily to discharge themselves, as well as the great risk of being blown up, expecting the Mississippi's magazines might explode at any instant. After this we anchored at the upper end of Profit island.

I take great pleasure in noticing the coolness and attention with which the officers, seamen, and marines conducted themselves during the action, and deem it my duty to notice the attention to, and effective performance of, their duties of the executive officer, Lieutenant Commander William H. Dana; Acting Master Robert S. Wyatt, in command of the first division, who worked the 100-pounder rifled Parrott handsomely; to Acting Master Cornelius M. Merchant, for the handsome manner in which he fired the 2d division, at the same time being so ably assisted by Acting Master's Mates Edward W. Halcro, of the first, and Warren J. Crosby, of the second divisions, both of them, at the same time, being particularly attentive to the working of the 9-inch guns and howitzers. Acting Master William H. Hanson, in charge of the master's division, rendered good and efficient service. The assistant surgeon, Granville B. Slough, I take occasion to notice for attention to the wounded and arrangements for receiving others. I would also notice the vigilance and attention of Commander's Clerk E. M. Warne, as signal officer. I also bring to special notice the efficient manner in which Mr. John Cahill, senior engineer, and the Assistant Engineers Charles H Harrab, Michael McLaughlin, Christopher Milton, and Henry Webster, with the firemen and coalheavers attached to this department, worked the engine and supplied the furnaces during the action. I have also to notice the celerity and attention to supplying powder by the powder division, under charge of Acting Ensign Charles H. Baxter and Master's Mate John Conner. While making honorable notice of the conduct of all, I would mention the attention and celerity with which the fire caused by the ignition of a 10-inch shell near the shell-room, which had been struck by a rifled shot passing through the side of the ship, was extinguished, on which occasion the services of Mr. Charles Woolley, paymaster's clerk, were very active and efficient.

Casualties: Three wounded.

Damage to vessel: One 6-inch rifled shot through port side, abreast of the steerage; head of foremast badly wounded; main topmast badly wounded, as well as some of the rigging.

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB,
Commander.

Captain JAMES ALDEN,
Senior Officer present, Com'dg U. S. Ship Richmond, Miss. River.

UNITED STATES STEAMER GENESEE, *March* 16, 1863.

SIR: Agreably to orders, I have to make the following report of the damage sustained by this vessel in the attempt to pass the batteries at Port Hudson last night:

One 6-inch rifled shot through her side; one shot through foremast head; one shot through main topmast; wounded, two.

I am, sir, very respectfully,

W. H. MACOMB, *Commander.*

Captain J. P. McKINSTRY,
Commander U. S. Steamer Monongahela.

Report of Captain J. P. McKinstry, commanding United States steamer Monongahela.

NEW ORLEANS, *April* 15, 1863.

SIR: In consequence of injuries received on the 15th ultimo I have been prevented from reporting the part taken by the United States steamer Monongahela on the 14th and 15th of March, such as fell under my immediate observation.

By signal from the flag-ship of the squadron got under way at 9 p. m. and stood up the river. On our way we were fired upon from the west bank—principally musketry—which was apparently silenced by the Kineo, which was in tow.

At 10.30 p. m. the firing become general between the ships and batteries of Port Hudson.

The firing of the Hartford and Richmond, preceding us, with that of the enemy's guns, had so filled the atmosphere with smoke as to prevent distinguishing objects near by.

At 11.30 p. m. the Monongahela grounded on the west shore of the river, near the turning point, and was exposed to a severe fire for some thirty minutes. Previous to grounding it was reported that the Kineo's rudder had been rendered useless by a shot. When the Monongahela grounded, the Kineo parted her fasts. A hawser was secured to her again.

Soon after midnight the bridge was shot from under me, by which I was precipitated to the deck and seriously bruised, and have since been confined to my room. The subsequent events on board the Monongahela, and the casualties, have been reported by the executive officer, Lieutenant Thomas, upon whom devolved the command. His cool, determined bearing, as well as that of the officers and crew in general, deserves commendation.

Our failure to pass Port Hudson, after having so nearly accomplished your order, must be imputed to the inefficiency of the engines.

I am, sir, very respectfully, your obedient servant,

J. P. McKINSTRY,
Captain United States Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding W. D. G. Squadron, Flag-Ship Hartford.

Report of Lieutenant N. W. Thomas, executive officer of the Monongahela.

UNITED STATES STEAMER MONONGAHELA,
Below Port Hudson, March 15, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the action of last night and this morning with the batteries at Port Hudson. At about 10.30 p. m. we became engaged with the lowest battery, the Kineo, secured on our port side, firing soon after at the opposite bank of the river. We proceeded but slowly up the river, following the Richmond, and firing with 5-seconds shell and 5-seconds 12 and 24-pounder shrapnell wherever our guns could be brought to bear.

At about 11.30 came opposite to the enemy's principal battery. Our pilot was on the starboard side of this vessel, and the Kineo's pilot on our port side to guide us clear of Thompson's Point; but, notwithstanding this precaution, the vessel grounded just below the point, and the wheel became immovable. The Kineo, being of lighter draught, broke adrift and went a short distance ahead and grounded, carrying away our port forebrace, port foretopmast, and topgallantmast, backstays, the hammock nettings on the port side forward, and tearing the port sheet anchor from its place. At this time the shots from the enemy were taking great effect on our deck, disabling two broadside 32-pounders, and temporarily disabling No. 2, 11-inch pivot. At the same time you were struck from the bridge, the same shot killing three men on the port side abaft the bridge. The Kineo having backed astern, we made fast to her with a single hawser, and backed our engines. The Kineo turned down the river outside of us, and succeeded in swinging us off after we had been aground under a heavy fire twenty-five minutes. Our helm now being under command, we cast off the Kineo, and started, in accordance with your order communicated from below, up the river, firing at the batteries abeam with 5-seconds shell and shrapnell. We were nearly by the principal battery when the crank-pin of the forward engine was reported heated, and the engine stopped, the chief engineer reporting that he was unable to go ahead. The vessel became unmanageable and drifted down, passing the batteries again at a distance of thirty yards. When our engines stopped, the Mississippi was aground and on fire on our starboard bow. When drifting down the enemy opened on us with grape, and his sharpshooters with musketry. On returning from reporting this condition of things to you, I found both pilots turning the vessel's head down stream, and the enemy's shot passing over us. We ceased firing when we commenced to drop down stream, and after waiting out of range of the batteries for the Mississippi to drift past, came to with starboard anchor in 6½ fathoms of water abreast of Profit island. While aground Acting Ensign Robert Barstow, commanding the third and master's divisions, was wounded and carried below; Acting Master's Mate Henry B. Rome, of the same division, was at the same time knocked overboard by the bursting of a shell while passing a hawser to the Kineo. He has since come on board unhurt, having swam on shore and been taken on board that vessel.

I must, sir, speak of all the officers stationed at the guns in the highest terms of praise; and for captains of guns and quartermasters of this ship, it would be *impossible* to make *better* selections than we now have. The vessel is damaged mostly in the rigging, spars, and upper works. The enemy's grape swept everything on deck before it below the spar deck; four shots entered on the port side, two near the water; one, a 10-inch solid shot, demolished three state-rooms in the wardroom, and the other, evidently an 80-pounder rifle, entered the port steerage, and thence to the engine-room. (See chief engineer's report, enclosed.) On the berth deck, forward of the engines, one shot entered on the starboard side, near the cutwater; one rifle shot struck the starboard bow horsepipe, demolished it, and cut the chain in two. The mainstay is carried away at the masthead; the mizzenmast and mizzen topmast are badly crippled; the main topmast and main gaff slightly injured; the main crosstrees are shot away; and the second launch, second cutter, and barge, are unfit for use.

From the appearance of the outside of the vessel, at least eight shots of different sizes must have gone completely through us. Enclosed is the surgeon's report of killed and wounded and the report of the chief engineer.

I am, sir, very respectfully, your obedient servant,

NATH'L W. THOMAS,
Lieutenant and Executive Officer.

Captain J. P. McKINSTRY, U. S. N.,
Commanding U. S. S. Monongahela.

List of casualties on board the Monongahela.

UNITED STATES STEAMER MONONGAHELA,
Near Port Hudson, La., March 15, 1863.

SIR: I herewith transmit an account of the casualties on board this ship during the engagement with the rebel batteries at Port Hudson last night:

Killed.—Daniel McDade, landsman; Oscar Eldridge, carpenter's mate; Henry Rogers, cockswain; John Adams, ordinary seaman; James Lynch, private, marines; Henry Williams, landsman.—Total, 6.

Wounded.—Captain J. P. McKinstry, contusions, severely; Robert Barstow, acting ensign, left arm and knee, splinters, slightly; Edward Luhman, seaman, left leg shattered, amputated, doing well; Charles Graveson, ordinary seaman, right arm and lower jaw fractured, doing well; Peter Neill, seaman, contusion of right hand, slightly; Wm. Holman, cockswain, contusion of right breast, slightly; Henry Stuart, ordinary seaman, splinter wounds, slightly; Henry Wallace, seaman, splinter wounds, slightly; David Andrews, ordinary seaman, left shoulder, slightly; Franklin Myers, landsman, left thigh, shell, slightly; Charles Justice, coalheaver, left ear, splinter, slightly; Thomas Jones, coalheaver, scalp, splinter, slightly; Francis Marr, corporal marines, scalp, splinter, slightly; Michael Doyle, ordinary seaman, contusions, splinter, slightly; Richard Williams, ordinary seaman, contusions, splinter, slightly; Samuel Walker, fireman, contusions, splinter, severely; John Smith, ordinary seaman, calf of right leg, shell, slightly; Edward Keevin, seaman, left arm, splinter, slightly; Constantine Dimond, landsman, contusions, splinter, slightly; Geo. B. Downie, seaman, sprain of left wrist, slightly; Henry Earle, seaman, contusion, splinters, slightly.—Total, 21.

I am, very respectfully, your obedient servant,

DAVID KINDLEBERGER.
Surgeon, United States Navy.

Captain J. P. McKINSTRY,
Commanding U. S. S. Monongahela.

Injuries to machinery of the Monongahela.

UNITED STATES STEAMER MONONGAHELA,
March 15, 1863.

SIR: I have the honor to report that whilst the engines were *backing*, during the engagement of this morning, the crank-pin of the forward engine became heated. I was obliged to stop the engines to slack off the brasses, having found it impossible to keep the pin cool by application of water. I have since examined the pin and brasses, and find the brasses cut and the pin quite rough.

I consider it necessary that the brasses and pin should be smoothed before the engines can be considered in an efficient condition. Six hours will be required to perform the work.

The only injury done to the machinery during the action was by a shot striking the reversing arm on the after engine, battering up the end, and several holes in the smoke-pipe and ventilators.

Very respectfully, your obedient servant,

GEORGE F. KUTZ,
Chief Engineer, United States Navy.

Captain J. P. McKINSTRY, U. S. N.,
Commanding U. S. Steamer Monongahela.

Report of Lieutenant Commander John Watters, commanding United States steamer Kineo.

UNITED STATES GUNBOAT KINEO,
Below Port Hudson, March 15, 1863.

SIR: I have the honor to make the following report of the part this vessel played in the action of last night:

As we advanced steadily up the river, in the position assigned by the general sailing order, secured to the port side of the United States steamer Monongahela for the purpose of mutual support, we were unable to join in the action until 10.30 p. m. When abreast the lowest battery, with which our consort was engaged, we received fire of musketry from the opposite bank, which was replied to immediately with two-second shrapnell and grape, silencing them quickly. In this manner we continued steadily on, our consort keeping up a brisk fire upon the enemy's batteries, whose fire we were receiving, and we watching for a renewal of the musketry from the west bank. An hour later, when under the principal batteries, and getting along very well, although the atmosphere was greatly obscured by the smoke of our guns, and it was difficult to see we had kept the channel, and had reached the bend of the river, our fore-gaff was shot away, and a few seconds afterwards a shot lodged in our rudder-post, splitting it, and rendering the rudder useless. Endeavored to work it with relieving tackles and rudder chains, but found it could not be moved to the right or left. Sent a man over the stern in a bowline to examine the damage, and found the shot firmly imbedded between the rudder-post and the stern-post, thereby wedging it completely, and rendering it unserviceable.

At this time we were receiving the heaviest fire of the enemy's batteries, who generally fired over, and our consort being damaged also in the rudder was unable to keep the channel, and the two vessels were driven ashore by the current, which was very strong, and thrown on Thompson's Point, going full speed. The Monongahela, being deeper draught, grounded first, and stopped with a great shock. Stopped the engines, and reversed quickly, but our momentum was so great the fasts between the two vessels were all torn away, except one hawser. Our fore channels and rigging were swept off, our bower anchor thrown in on deck, the hammock netting torn away, and several stanchions. We drove about a ship's length ahead, and grounded within ten feet of the bank. The engines being reversed we succeeded in getting off. Backed down to the Monongahela to render assistance, which was asked for, she being still hard aground, and receiving a terrific fire. Astern of her the Mississippi was also ashore.

It is proper to state at this time that our pilot was on board the Monongahela, where he had been assisting the other pilot, by order of Captain McKinstry, of the Monongahela; and here we were separated without a pilot, and the ship disabled seriously. Had great difficulty in working the ship in the current, so as to get near the Monongahela, which we could only do by alternating the motions of the engines, but could not get near enough to receive her hawsers, in consequence of the current cutting us off. Then resolved to go ahead, and try to spring her off with the hawser we had, in which we were successful, and her bow swung off into deep water; seeing which, and being unable to render further assistance, cast off and dropped this ship by the current past the batteries under a severe fire, most of which passed over us, which was very remarkable, because the burning ship Mississippi enabled them to see us plainly. Under these circumstances the first thought was to save the ship; and knowing we could do them little damage with our light battery, suspended fire, and dropped down out of their range. As we drew near the mortar fleet our engines also became disabled, but we soon obtained a favorable position for anchoring, and came to near the head of Profit island at 3.30 a. m. Soon after anchoring heard a cry for aid,

and sent a boat, which picked up an officer and eighteen men belonging to the Mississippi.

In conclusion, I cannot speak in too high terms of the steady bearing and gallant conduct of the officers and men of this vessel, every one of whom behaved well; and I particularly mention my executive officer, Lieutenant Frederick Rodgers, and Acting Master Oliver Colburn, to whose able and gallant services I am greatly indebted in saving the vessel after she was crippled.

There are no casualties, I am happy to state. The damage of vessel as follows:

Fore-gaff cut in two; starboard hammock netting carried away forward; rudder stock badly split and crippled by 32-pounder shot; four awning stanchions carried away; starboard cathead carried away; starboard fore-channels carried away, and chain-plates damaged; propeller fouled by hawser; counter slightly damaged; shot hole through side and into coal-bunker.

Very respectfully, your obedient servant,

JOHN WATTERS,
Lieutenant Commander, United States Navy.

Captain J. P. McKinstry, U. S. N.,
Com'dg U. S. Steamer Monongahela, Senior Officer.

Report of Commander C. H. B. Caldwell, commanding United States steamer Essex.

United States Iron-clad Essex,
Below Port Hudson, Mississippi River, March 15, 1863.

Sir: I have respectfully to report that as the flag-ship Hartford passed this vessel we got under way, and leaving the mortar vessels, proceeded up the river some distance, and took up a position to enfilade the lower batteries.

At 11 the enemy fired the first gun on the Hartford; and this being the signal (agreeably to the orders of the admiral) for the mortar vessels to commence, I made the signal for them to open fire, and it was continued by them and this vessel without intermission till 1.30, the vessels throwing a total of 296 shells, including 90 from this vessel.

The effect of the fire of the mortar vessels seemed to paralyze the efforts of the enemy at the lower batteries, and we observed that their fire was quite feeble compared to that of the upper batteries.

About 10 o'clock a boat from the Mississippi came alongside with wounded men, and reported their vessel ashore, and that a large number of the men were on the opposite bank. We crossed the river immediately, and took a number on board. The Mississippi had been observed on fire for some time. She was now coming down quite fast in flames, and close into the west bank. I was obliged to recross the river to get out of her way, fearing an explosion from her magazine at any moment. As she passed the mortar boats the guns of her port battery were discharged, owing to the heat, throwing the shells over the vessels, but fortunately doing no damage.

After she passed down we crossed the river again, and took on board all the remainder of the crew that were there, making in all received on board about sixty officers and men.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Com'dr, U. S. N., Com'dg Mortar Flotilla, Miss. River.

James Alden, U. S. N.,
Com'dr, Com'dg U. S. Naval Forces below Port Hudson, Miss. River.

Report of Acting Volunteer Lieutenant Amos Johnson, commanding United States steamer Sachem.

UNITED STATES STEAMER SACHEM,
Below Port Hudson, March 15, 1863.

SIR: I beg leave to make you the following report: At about 9 p. m. of the 14th the flag-ship Hartford signalized for the fleet to get under way for the purpose of attacking the batteries at Port Hudson. At 11 p. m. the whole fleet, in regular order, was nearing the batteries when the admiral's ship opened her fire on the batteries; simultaneously the mortar vessels opened their fire also, when a general and hot engagement ensued on both sides. The Sachem ran up and took position close by the Essex, from whence she opened fire with a 20-pound Parrott and two 32-pounders on the starboard side. At about 1 a. m. a vessel was discovered coming down the river. The Sachem was ordered by the Essex to meet her, and learn what was the matter. It proved to be the sloop Richmond, the Genesee having her in tow, she being disabled by a shot carrying away the steam-pipe. She anchored about four miles below the batteries. On my return to report I met a boat coming down, stating that the Mississippi was on shore and wanted assistance. I was then standing towards her, when a boat came alongside containing Captain Smith and Lieutenant Dewey, and one other officer from the Mississippi, stating that all hands had landed or left the ship for the shore, and that the Essex had gone over to the port side of the river for the purpose of picking up the crew. When Captain Smith learned the Richmond was below he desired to be taken on board of her. We, having set him on board of her, were proceeding up river again when the Sachem was struck by a raft, it breaking in two and fouling her propeller, and being then just ahead of the Richmond, I was compelled to let go my anchor to prevent a collision with her. Just at this time the Mississippi came drifting down towards the Sachem, all on fire, and I was compelled to slip my cable to keep out of her way. The Sachem was kept employed the remaining part of the time till four o'clock in picking up the stray men from the Mississippi. It was now found that only the admiral's ship and the Albatross had succeeded in passing the batteries. The Sachem received no damage, excepting a fracture in the 20-pound Parrott, extending from the muzzle for the length of ten inches, after firing twenty-one charges, rendering it now unsafe for further use.

Very respectfully, your obedient servant,

AMOS JOHNSON,
Acting Volunteer Lieutenant, Commanding.

Captain JAMES ALDEN,
Commanding U. S. Sloop-of-War Richmond.

FLAG-SHIP HARTFORD,
New Orleans, January 21, 1861.

SIR: I was much surprised to see an article in the New York Journal of Commerce, of January 8, stating that the operations on the Mississippi river were delayed by my fleet not being ready for service. I should not have taken any notice of this article had it not been stated that the information was derived from the War Department. Permit me to assure the department that there has not been an hour in the last three months that I was not willing and ready to co-operate with the army, and I have, from time to time, so notified the commanding generals.

Recent losses, consequent upon the disasters at Galveston, have greatly weakened my force, but such as it is, it is kept ready for action at all times.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT WITH THE GRAND GULF BATTERIES.

FLAG-SHIP HARTFORD,
Below Warrenton, Mississippi, March 19, 1863.

SIR: On the morning of the 15th instant we dropped down the river to nearly within range of the Port Hudson batteries, for the purpose of ascertaining if it was possible to communicate across the peninsula, as I had an army signal officer on board for that purpose, but we could see nothing from the mastheads. I fired three signal guns, as agreed upon with General Banks, to notify him of our safe passage, and we proceeded on up to the mouth of Red river, whither the rebel steamers had all preceded me.

I arrived off Red river on the morning of the 16th, and remained there during the day exercising the crew at target practice.

The next morning (17th) I got under way and proceeded up to Natchez, where I anchored for the night, tore down a portion of the telegraph communicating between that place and Port Hudson, and sent a despatch (A) to the mayor by the hand of Captain Jenkins.

On the following morning (18th) got under way and proceeded up to within a few miles of Grand Gulf and anchored for the night.

This morning (19th) got under way, and at 7 a. m. we were fired upon by a battery of four guns (rifled) from a cliff at Grand Gulf. We engaged this battery and continued the action until we had passed up out of range.

Our losses were two men killed and six wounded. I herewith enclose the fleet surgeon's report (B.) This is the only battery we have encountered in our passage from Port Hudson.

About ten miles above Grand Gulf we saw the wreck of the Indianola, on the right bank of the river. She was partially submerged, and her upper works appear to have been very much shattered by an explosion, although there is still much valuable iron on her, which will be probably taken by the rebels, as I understand an individual has contracted with the confederate government to raise her.

I anchored to-day at 4 p. m. a few miles below Warrenton, Mississippi.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Letter to the Mayor of Natchez.

UNITED STATES FLAG-SHIP HARTFORD,
Off Natchez, Mississippi, March 17, 1863.

SIR: I trust that it is unnecessary to remind you of my desire to avoid the necessity of punishing the innocent for the guilty, and to express to you the hope that the scene of firing on the United States boats will not be repeated by

either the lawless people of Natchez or by the guerilla forces; otherwise I shall be compelled to do the act most repugnant to my feelings, by firing on your town in defence of my people and the honor of my flag.

I shall be most happy to see his honor the mayor on board.

Very respectfully,

D. G. FARRAGUT, *Rear-Admiral.*

His Honor the MAYOR,
Of Natchez, Mississippi.

B.

Fleet Surgeon Foltz's report of casualties.

FLAG-SHIP HARTFORD, *March* 19, 1863.

SIR: I have the honor to report the following casualties on board this vessel during the engagement with the batteries in passing Grand Gulf this morning, viz:

Killed.—Charles Sweeney, landsman, shot in head; Dennis Driscoll, landsman, shot in abdomen.

Wounded.—William Brown, seaman, arm, slightly; James Robbins, landsman, knee, slightly; John Brown, marine, head, slightly; Michael Corcoran, marine, shoulder, slightly; William Luther, landsman, head, slightly; Patrick Cook, marine, side, slightly.

Total: Two killed; six wounded.

I am, respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

REPORT OF CAPTAIN ALDEN OF THE DEATH OF LIEUTENANT COMMANDER A. B. CUMMINGS.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, March 23, 1863.

SIR: It becomes my melancholy duty to inform the department of the death of Lieutenant Commander A. B. Cummings, late executive officer of this ship. The fact of his being grievously wounded, by the loss of his leg in the action of the 14th instant, was stated in my despatch dated the following day. He was removed immediately, by the advice of the surgeon, to New Orleans, where he died on the 18th instant. Three days after he left us doing apparently well. In the death of this young and gallant officer the country has sustained a loss which can never be repaired. I can truly say that, to me personally, it has been a crushing calamity. In the hour of need he was the main stay and support to his commander, and a tower of strength to the officers and crew, who had so long and had been so used to look up to him for counsel and advice.

My feelings on this occasion have been expressed in an address which I thought it fitting and proper to deliver at a general muster on the quarter deck of this ship, a copy of which is herewith enclosed, and which I respectfully request may be spread upon the records of the Navy Department.

I have the honor to be, very truly, your obedient servant,

JAMES ALDEN,
Commander and Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Address of Captain Alden to the officers and crew of the Richmond, March 22, 1863.

With deep sorrow I call you together to announce the death of our late executive officer, Lieutenant Commander A. B. Cummings, at New Orleans. It has pleased God to take from among us our gallant friend in the fulness of his energies and usefulness. You all well know the importance of his services in this ship; his conscientious devotion to duty; his justice and even temper in maintaining discipline; his ability in preparing for emergencies, and his coolness in meeting them. All these qualities he brought to his country in the hour of need, and he has sealed his devotion with his life. The fatal cannon shot struck him when he stood on the "bridge" cheering the men at the guns and directing their fire. He was thrown down upon the deck, but his presence of mind still remained—he said: "Quick! boys, pick me up; put a tourniquet on my leg; send my letters to my wife; tell them I fell in doing my duty."

When below, he said to the surgeon: "If there are others worse hurt attend to them first;" "Nolan, are you here, too?" He inquired about Howard, and his thoughts were directly of others and of success in the fight. When told that the noise he heard was from the escape of steam, and that the ship could no longer stem the current, he exclaimed: "I would rather lose the other leg than go back; can nothing be done? there is a south wind; where are the sails?"

Friends, the high object of our country in this war is, "that peace and happiness, truth and justice, religion and piety, may be established among us for all generations."

In this sacred cause has fallen the Christian gentleman, whose death we now lament. In this cause have fallen all the brave men whose blood has stained these decks. We cannot do our duty better, but let us at least try to do it as well.

JAMES ALDEN,
Commanding, and Senior Officer present.

Report of Rear-Admiral Farragut of his movements above Port Hudson.

U. S. FLAG-SHIP HARTFORD,
Above Port Hudson, Louisiana, April 6, 1863.

SIR: I have had the honor to address you, *via* Cairo, on the 16th ultimo, relative to my passage by Port Hudson and the disaster to my fleet on the 19th ultimo, detailing my passage up the river past Grand Gulf, and on the 27th ultimo concerning my communicating with Acting Rear-Admiral D. D. Porter and Major General Grant, my encounters with the Warrenton batteries, &c., &c.

I succeeded in obtaining from Admiral Porter only one ram, the Switzerland, which General Ellet had sent down previous to his (the admiral's) arrival; and the admiral is of the opinion that he had no vessels suitable to send down, but promised to be down soon himself at the mouth of Red river, *via* Lake Providence, Bayou Macon, and Black river, with a suitable force to co-operate with General Banks in an attack upon Port Hudson. General Grant also sent me a communication for General Banks, informing him that if the expedition could be gotten through that way, and he thought it could, he would send 20,000 men to attack Port Hudson from above, while General Banks should attack it from below.

They succeeded in sending me down, past Vicksburg, both coal and provisions, and as soon as the repairs to the Switzerland were completed—which occupied three or four days—I notified General Grant and Admiral Porter that I

should return to the mouth of Red river to cut off the enemy's supplies, and there remain until their arrival or the exhaustion of my supplies, when I should return to New Orleans.

While below Vicksburg I destroyed a wharf-boat which I found some three miles above Warrington, by firing her with shells.

During the last two days of my stay it blew a gale of wind from the north, and the steamer Vicksburg broke adrift from her moorings at the city and went ashore opposite to me. I entertained an idea of bringing her down with me as a depot. Upon examining, I found she had no machinery, nor, in fact, anything in her save four muskets and accoutrements which belonged, probably, to the guard. Perceiving she would be a great clog to my movements, I hesitated about taking her in tow, and while so hesitating the enemy set fire to her and she was totally consumed.

On the night of the 29th ultimo the Albatross, and on that of the 30th ultimo the Switzerland, came down to my anchorage; and on the morning of the 31st ultimo we got under way and proceeded down the river as far as the place where I had seen the Indianola, and there we anchored for the purpose of ascertaining if I could do anything in the way of making her destruction more complete, but to my surprise she was not to be found anywhere; and the negroes informed us that during the gale she had slipped off into deep water.

At 6 p. m., 30th ultimo, we got under way and proceeded down to Grand Gulf. At 8 p. m. the enemy opened fire upon us with four pieces of rifled artillery and one or two heavy guns, which latter we supposed to be on board of a steamer; we had heard of their having been sent down from Vicksburg in order to arrest our progress.

The steamer was from out of the Big Black river. They struck the Switzerland twice, but did her no damage; they did not strike the Albatross, and struck this ship but once, causing the death of William Jones, landsman, by a fragment of an iron hammock stanchion flying forward nearly half the length of the ship. This was our only casualty, and we anchored for the night just below Grand Gulf. On the evening of April 1 we reached Red river, where I remained until this morning for the purpose of giving a good impression of our permanent blockade.

I learn from rebel letters and newspapers captured in a mail on the night of the 2d of their determination to attack us with a number of river boats, and attempt to carry us by boarding, for all of which we are pretty well prepared, and I hope to give them some trouble ere they accomplish their design.

I left my anchorage this morning for the purpose of communicating across the peninsula with General Banks and the officers of my squadron.

The health of the officers and crew is generally good.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

LOSS OF THE UNITED STATES STEAMER DIANA AND BARRATARIA, ETC.

UNITED STATES SLOOP PENSACOLA,
New Orleans, April 13, 1863.

SIR: In the absence from here of Rear-Admiral Farragut, who is still above Port Hudson, I have the honor to report to you the occurrences in this squadron which have taken place since my last report to you (No. 6) dated March 31.

I regret to inform you of the capture of the United States steamer Diana in

Berwick bay on the 28th of March, 1863. I enclose herewith a copy of the report of Lieutenant Commander A. P. Cooke, of the Estrella, detailing all that he then knew of the affair. He promises in it to make another and more detailed report; this has not as yet been received. I have since been informed that Acting Master's Mates Hall and Dolliver have both died of their wounds.

The United States iron-clad steamer Barrataria, fitted up by Admiral Farragut here, and despatched into Lake Pontchatrain, grounded whilst making a reconnoissance. She was attacked by the enemy, and was set on fire and abandoned by her officers and crew. I enclose herewith the report of Acting Ensign James T. Perkins, the officer in command at the time—her commander, Acting Master Francis E. Blanchard, having left her and come to this city for medical treatment.

I also send a report of Colonel Clark, 6th Michigan volunteers, made to Brigadier General Sherman, and by him sent to me, who was on board at the time of her loss with a party charged with the duty of making the reconnoissance. * * * * * * * *

Mr. Gabaudan, the admiral's secretary, arrived here on the 9th, having passed the batteries at night in a skiff. The object of his coming down was to confer with General Banks as to the practicability of opening a communication with the admiral across a peninsula which makes out opposite Port Hudson. He returns to-morrow to rejoin the admiral. He has made me a report of the proceeding of the admiral above Port Hudson, a copy of which is herewith forwarded to you.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander A. P. Cooke.

UNITED STATES GUNBOAT ESTRELLA,
Berwick Bay, March 30, 1863.

SIR: I have to report that on the 28th instant the Diana was sent into Grand Lake on a reconnoissance, with Lieutenant Allen, of General Weitzel's staff, and two companies of infantry, on board. She was ordered to proceed down the Atchafalaya river as far as the mouth of the Teche, and return by the lake. Disobeying this order, Captain Peterson attempted to return to Berwick bay by way of the Atchafalaya. After passing the mouth of the Teche he was attacked from shore by field-pieces and sharpshooters. The men fought well, the action lasting for two hours and three-quarters. Early in the engagement Captain Peterson was killed, and his executive officer, Acting Master Hall, mortally wounded, also Master's Mate Dolliver, leaving but one officer, Master's Mate Weston, who behaved with the utmost bravery. The tiller-ropes were shot away, the ensigns disabled, and she finally drifted ashore, when it was impossible to fight or defend her longer, and she ultimately surrendered to the enemy. As soon as the firing was heard at the bay the Calhoun was sent into the lake to ascertain the cause. She arrived at the mouth of the Atchafalaya, where she grounded and remained until midnight. Several of the crew of the Diana who escaped reached the Calhoun and informed Captain Jordan that the Diana had been captured in the Atchafalaya river, near Pattersonville. Captain Jordan lightened his vessel by throwing overboard a portion of his coal, ammunition, and provisions, and reached the bay at 2

o'clock a. m. on the 29th instant. The Estrella had gone below with a pilot for the Sachem and Clifton.

I have heard few particulars, but will send you a more detailed account of the affair as soon as it can be obtained.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieut. Com'dr U. S. Navy, Com'g Forces, Berwick Bay.

Commodore HENRY M. MORRIS,
Commodore and Senior Officer, at New Orleans, La.

Fleet Surgeon Foltz's report of casualties on board the Diana.

NEW ORLEANS, *May* 22, 1863.

SIR: I respectfully report the following casualties on board the United States steamer Diana during her engagement with the rebel forces on the Atchafalaya on the 28th of March last. The list has just been received, viz:

Killed.—Thomas L. Peterson, acting master, Minie ball through heart; Thomas G. Hale, acting master's mate, Minie ball through lungs; George C. Dolliver, acting master's mate, cannon ball in abdomen; James McNally, acting assistant engineer, Minie ball in head; Robert Crawford, boatswain's mate, cannon ball, legs; James Mumford, captain forecastle, cannon ball, chest.

Wounded.—Patrick Paddon, first-class fireman, gunshot wound, leg amputated; John Vicars, second-class fireman, gunshot wound in abdomen, slightly; John Cameron, quartermaster, gunshot wound in scalp, slightly.

Total—6 killed; 3 wounded.

I am, respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Report of Acting Ensign James T. Perkins.

ON BOARD UNITED STATES YACHT CORYPHEUS,
Lake Pontchartrain, April 9, 1863.

SIR: It is with regret that I have to report to you the destruction of the United States iron-clad Barrataria at the mouth of the Amite river, in Lake Maraupas, under the following circumstances: At 6 a. m. on the morning of the 7th instant left the South Pass Manchac bridge under orders from General Sherman, and Colonel Clarke, of the 6th regiment Michigan volunteers, commanding.

Expedition on a reconnoissance in Lake Maraupas: We steamed over towards the river Amite, intending to examine its mouth; the pilot, Mr. John Robinson, stating that there was at all times five feet of water on the bar; and our draught being three feet six inches, when on the bar she struck on a sunken snag, lifting her bows some two feet out of water. The engines were immediately stopped and reversed, but without avail. The depth of water at this point was eight feet. I then ran an anchor astern, and did everything in my power to

haul her off. I had stores and ammunition shifted forward aft. At 2 p. m. Mr. Gregory, acting master's mate, and the pilot, with seven men, went on shore to cut a tree for the purpose of lifting her bows off the snag, and as they were returning on board they were fired at by a party of guerillas lying hid behind trees and bushes. One man was wounded seriously in the right arm. I at once called the guns' crew to quarters, and commenced shelling the woods. As we were but about fifty yards from the shore, I ordered the forward gun to be left and use the after one, as it was useless to expose the men to the galling fire of muskety which the enemy were firing at us. I would here mention that I had on board Colonel Clarke, Captain Gordon, Lieutenant Ellis, and ten privates of the 6th regiment Michigan volunteers, who assisted with their rifles to the best advantage. After a short engagement of about half an hour the firing ceased on the enemy's side, and we again tried to get the vessel afloat. I ordered everything that would tend to lighten her to be thrown overboard, and then ran out another anchor on the starboard quarter, and hove taut on the lines, but could not start her, the engines backing with 140 pounds steam on. I then took the line to our stern-wheel and tried to heave her off with the engines, but without avail. After consulting Colonel Clarke and my officers it was decided to spike the forward gun and heave it overboard to lighten her forward, as it was getting dark, and expecting that the enemy would bring down a large force and try and capture the vessel. I then hove again on the lines, but could not start her. As a last resort the water was blown out of the boiler for the purpose of lightening her, but she still stuck fast. I again consulted with all the officers on board, and not wishing to surrender the vessel into the hands of the enemy, it was decided to set fire to her and leave her under cover of darkness. At 6.30 p m. got all my men into the boats, after getting all ready for firing her and spiking the after guns; then shoved off. Mr. Gregory then lit the fires and got off in a small dugout which we had on board. As we left the vessel the enemy fired two volleys of musketry at us, but without effect. We laid off at a distance of two hundred yards, and saw that she was effectually destroyed. At 6.50 p. m. the magazine exploded. She then burnt to the water's edge. I saved most of my small-arms and signal book; the officers and crew lost everything but what they had on. After being assured of her total destruction we made our way to South Pass Manchac, and arrived there at 12.30 a. m. The assistant surgeon of the 6th regiment Michigan volunteers rendered all assistance to the wounded man, but was obliged to amputate his arm at the shoulder joint. At 11 a. m. on the morning of the 8th instant I left my men in charge of Mr. Gregory, at Pass Manchac, and proceeded to town for the purpose of reporting to Acting Volunteer Lieutenant A. T. Spear, of the yacht Corypheus. The name of the wounded man is John A. Shaw, seaman.

Respectfully, your obedient servant,

JAMES T. PERKINS,
Acting Ensign in Command.

Commodore H. W. MORRIS,
Senior Officer Naval Forces, New Orleans.

PASS MANCHAC, LA.,
April 27, 1863—11 *o'clock p. m.*

GENERAL: It becomes my duty to inform you of the loss of the gunboat Barrataria.

I started this morning at 6 a. m. for the purpose of looking around the mouth of the rivers and bayous entering Lake Maraupas. At quarter before eight,

just as we were entering the mouth of the Amite, we struck on a snag in eight feet of water. We all worked faithfully until 6 p. m., but was unable to move her. About 8 p. m. we were attacked, and the men driven under cover. After every effort had failed to get her off, and being continually annoyed by the enemy's fire, Captain Perkins decided to abandon her. As soon as it got hazy the vessel was fired, and the men put into the small boat, and now just reached the pass. The boat is a perfect wreck. The captain will be down to-morrow and give you the particulars.

Your obedient servant,

THOMAS S. CLARKE,
Colonel Sixth Michigan Volunteers.

Report of Rear-Admiral Farragut's secretary, E. C. Gabaudan.

UNITED STATES STEAM SLOOP PENSACOLA,
Off New Orleans, April 13, 1863.

SIR: On the morning of the 27th, about daybreak, the admiral in the Hartford engaged the batteries at Warrenton, three miles below Vicksburg, and passed below it. On the morning of the 29th, before daylight, the Albatross having taken in a full supply of provisions from a barge which had been floated down the previous morning by Admiral Porter, also passed the Warrenton battery and anchored near the flag-ship. It was blowing quite heavily from the north, and on the morning of the 29th, about 1 a. m., the wharf-boat Vicksburg, having broken adrift from her moorings at the city, floated down and ran ashore opposite to where the Hartford and Albatross were anchored. During the day (29th) an officer was sent on board of the Vicksburg, but found that her machinery had all been removed, and she had nothing on board save some four muskets and accoutrements, which probably belonged to the guard. While the admiral was hesitating as to the propriety of retaining her as a wharf-boat, or rather depot, the rebels came down and, on the night of the 30th, burnt her.

The Switzerland, Hartford, and Albatross, being all filled up with coal and provisions, floated down by General Grant and Admiral Porter in barges. The damages to the Switzerland being fully repaired, that vessel passed Warrenton on the morning of the 31st, and at daylight the little squadron got under way and proceeded down the river to a Mr. Turner's plantation, where, on our passage up, we had seen the wreck of the Indianola. We found no traces of the wreck, but learnt that it had slid off into deep water during the late gale. We anchored at this place and remained until about 6.30 p. m., when we got under way, proceeded down, and engaged the battery at Grand Gulf. This battery consisted of some two or three heavy guns sent down from Vicksburg. One of these guns was mounted upon a steamer, which had been concealed up the Big Black river. The enemy also had a light field battery. They struck the Switzerland twice, doing no damage, however. The Albatross was struck only once, but this shot struck an iron hammock stanchion, threw a fragment of it forward nearly half the length of the ship, and killed —— Jones (landsman;) this was one only casualty. We passed this battery in about fifteen minutes, and anchored below Grand Gulf for the night.

At daylight on the 1st got under way, proceeded to the mouth of Red river, where we anchored about sundown, destroying, in our passage down, a large number of skiffs and flat-boats.

We remained blockading Red river at its mouth until the morning of the 6th instant, when we got under way at about 4.30 a. m. and proceeded down to Bayou Sara, where we stopped, seized upon and threw into the river about

10,000 sacks of corn, and then proceeded on our way to Port Hudson, where we anchored about five miles above the batteries at 3 p. m. on the 6th.

On the evening of the 7th, at 8.15 p. m., I left the Hartford and boarded the Richmond, off Baton Rouge, about 2 a m. on the 8th instant.

The health of the squadron above is good.

Very respectfully submitted, by your obedient servant,

E. C. GABAUDAN, *R. A. Secretary.*

Commodore H. W. MORRIS,
Commanding Lower Divisions of W. G. B. Squadron.

REAR-ADMIRAL FARRAGUT'S REPORT OF THE BLOCKADE OF RED RIVER, ETC.

FLAG-SHIP HARTFORD,
Above Port Hudson, Louisiana, April 15, 1863.

SIR: Since my last communication of the 6th instant, No. 84, I sent down my secretary, Mr. Gabaudan, who volunteered to pass Port Hudson in a skiff, to communicate with Commodore Morris, also with General Banks. His trip down was perfectly successful, and his arrival was made known to me by rockets from the Essex.

On the following morning, (8th.) I returned to the mouth of Red river and caught two steamers outside, but one, being about five minutes ahead of me, made her escape. The other, the J. D. Clark, I captured. She had on board Major Howard, of the C. S. commissary department, who was making extensive arrangements for the crossing of cattle over to the eastern shore of the river, at various places; all of which was frustrated by his capture.

I have since been engaged blockading the Red river and looking up and down the Mississippi from Fort Adams to Bayou Sara, watching the movements of the enemy and destroying all b ats of every description found in the river, so as to prevent the crossing of cattle, hogs, and food of every kind.

If I had been so fortunate as to have gotten two more of my vessels through, or could have gotten them from Admiral Porter, I could have made the blockade complete from Grand Gulf to Port Hudson; as it is, my force is too small to separate.

To-day (15th) I returned here according to appointment, and found the Richmond below. We communicated by signal, which was remarkably well executed by Lieutenant Eaton of the signal corps, whom General Banks kindly placed on board this ship, and by Lieutenant Abbott on the Richmond.

I sent the Albatross to an appointed place, mouth of False river, and there found Mr. Gabaudan with his escort. He returned on board with his communications from below.

I shall return again to-morrow to the mouth of Red river, and will remain there until my coal is nearly expended or I hear from General Grant, and if he is not able to comply with his promises, from causes beyond his control, I shall return to New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

REPORT OF COMMODORE H. W. MORRIS OF THE DESTRUCTION OF REBEL GUNBOATS IN BERWICK'S BAY.

UNITED STATES SLOOP PENSACOLA,
New Orleans, April 18, 1863.

SIR: I have the pleasure to inform you that I have received telegraphic despatches from Lieutenant Commander A. P. Cooke, commanding the Estrella and other vessels in Berwick's bay, that they have destroyed, after a fight of twenty minutes, the rebel steamer Queen of the West, and that they have since then destroyed two others, viz., the Diana and the Hart, and that they were about starting for Bute la Rose for the purpose of attacking the Webb and another rebel steamer, and which, I believe, are the only two left of the enemy's vessels in those waters.

After the sinking of our gunboat Kinsman, by being snagged, and the capture of the Diana by the enemy, I ordered the gunboat Clifton to be withdrawn from the Mississippi sound, (where she had been blockading Grant's pass,) and go into Berwick's bay to strengthen the flotilla there. I also withdrew the gunboat Sachem from Baton Rouge for the same purpose. But, unfortunately, this vessel on her passage around there sprung a leak and put back in a sinking condition. With the greatest difficulty she was prevented doing so after her arrival here, and I now have her hauled up on a marine railway undergoing repairs.

I ordered the steamer Arizona into Berwick's bay, and also the small steamtug Reliance, recently purchased by the admiral here. The arrival of these vessels in Berwick's bay has led to the successes which Lieutenant Commander Cooke has telegraphed to me, and which I refer to above.

I have received a communication from Captain Alden, dated just below Port Hudson, informing me that they are enabled to have telegraphic despatches with the admiral when he is down the river at a point a little above Port Hudson. The admiral was engaged in blockading the mouth of Red river in order to cut off the enemy's supplies of provisions from reaching the garrison at Port Hudson.

* * * * * * * * * *

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SKIRMISH AT SABINE PASS.—DEATH OF LIEUTENANT COMMANDER McDERMOT.

UNITED STATES SLOOP PENSACOLA,
New Orleans, April 25, 1863.

SIR: I have the honor to forward herewith the report of Commander Read, of the New London, relating to the death of Lieutenant Commander McDermot, of the Cayuga. That vessel arrived here yesterday, bringing his remains. He was buried to-day, with a military funeral. His body is deposited in a cemetery, from whence it can be removed by his friends to the north, when they may wish it to be done.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander A. Read.

UNITED STATES STEAMER NEW LONDON,
Off Sabine Pass, Texas, Saturday evening, April 18, 1863.

SIR: This afternoon, about four o'clock, a flag of truce was seen coming out of the pass, and I sent a flag to meet it. By it I received the melancholy intelligence of the death of Lieutenant Commander D. A. McDermot. I was informed that at the time he was captured he did not think himself severely injured, but shortly after being taken to Sabine City he expired. The officer who came out with the flag informed us that if we could preserve the remains they would give them up; if not, they would bury him with military honors. They also informed us that two of the Cayuga's crew were slightly wounded, and admitted, on their part, the loss of one lieutenant killed.

From the fact that I saw Lieutenant Commander McDermot standing up in his boat and waving his white handkerchief in surrender, and from the location of his wounds, I am of the full conviction that he was mortally wounded while sitting on his boat after surrender.

I sent in a boat with Assistant Surgeon Bogart, of the Cayuga, and Acting Assistant Surgeon Kendall, of the New London, to embalm the body and bring it off. The remains have been received on board the Cayuga, and will be forwarded to his friends by the first opportunity.

Very respectfully, your obedient servant,

A. READ,
Lieutenant Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

UNITED STATES STEAMER NEW LONDON,
Off Sabine Pass, Texas, April 18, 1863.

SIR: Having sent in boats several times of late to take observations, and the result of the same seeming to show that the enemy was in small force at Sabine City, I concluded this morning to take a final observation in person preparatory to making an attempt to cut out the steamboats lying at the town. My object was to ascertain the positions of the steamers as to each other, and their situation as to their probable relief from the troops in the town, in case I should make an attack. I took a boat's crew of five, together with James G. Taylor, pilot, and at half past nine o'clock this morning started to go in. Lieutenant Commander D. A. McDermot, of the gunboat Cayuga, with a boat's crew, accompanied me. We directed our course towards the light-house, where our former expeditions have landed without molestation.

The light-house is situated upon the Louisiana side of the pass, and about four miles from Sabine City. It stands upon an open piece of ground, affording no place of concealment for an enemy excepting the light-house and keeper's house, and, with proper precaution, is considered a safe place to land.

Captain McDermot landed on the beach about a quarter of a mile nearer the light-house than myself, and he and his men went directly towards the light-house and keeper's house. I landed, and, with three of my men, was walking along the beach under partial cover of a low ridge; the others, with the pilot, remaining in the boat to bring it around the point. As Captain McDermot approached the light-house, a party of the enemy, numbering between sixty and seventy, suddenly made their appearance from behind the light-keeper's house

and took three of the Cayuga's boat's crew prisoners at once. The enemy commenced firing. We commenced retreating to our boats, and succeeded in reaching them, but they were in shallow water and mud. The New London's crew were ordered to jump into the water and to try to shove it into deeper water, which was done. Captain McDermot and two of his men were in his boat, and when we were about ten yards from him I saw him standing up and waving his white handkerchief to surrender, probably thinking that further attempt at escape was useless. The enemy then directed their fire upon the boat of the New London, pouring in volley after volley of rifle balls and buck shot. We returned their fire as effectively as we could, and succeeded in bringing off our boat, though in a crippled condition, and but one man in it was uninjured. Considering the murderous fire to which we were exposed, and the overwhelming number of the enemy in comparison with our own, our escape is almost miraculous. The boat was completely riddled.

Lieutenant Commander McDermot and his boat's crew are in the hands of the enemy.

I cannot omit calling the attention of the department to the efficient service rendered in this and all our other boat expeditions by James G. Taylor, pilot; though severely wounded in two places he kept firing at the enemy with good effect. I cannot forbear mentioning the bravery and intrepidity of my boat's crew, all of whom, with but one exception, were wounded, but who nevertheless brought the boat off to the vessel. I would particularly mention Gabriel Chalapas, ordinary seaman, who, notwithstanding a most severe and painful wound in the foot, kept his place at the oar from the time we left the beach until we reached the vessel.

I herewith transmit the report of casualties by Acting Assistant Surgeon L. H. Kendall.

Very respectfully, your obedient servant,

A. READ,
Lieutenant Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER NEW LONDON,
Off Sabine Pass, Texas, April 20, 1863.

SIR: I very respectfully wish to submit the following in explanation of my desire to make personal observations of the situation of the enemy at Sabine City on the 18th, which led to such unfortunate results, and the importance of it could I have succeeded in my whole design.

By the capture of one of their river steamers at Sabine City I could have captured seven others, and would be in possession of Sabine river and, by destroying ferries, cut off communication between their armies in western Louisiana and Texas. This part of the country would readily supply the army and navy with beef. With these views in mind, I was anxious to capture one of their steamboats; and to be successful, I considered personal observation necessary, as I should have accompanied so important an expedition.

Very respectfully, your obedient servant,

A. READ,
Lieutenant Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Acting Assistant Surgeon Kendall.

UNITED STATES STEAMER NEW LONDON,
Off Sabine Pass, Texas, April 19, 1863.

SIR: I have to report the following as a list of the casualties occurring yesterday, April 18, in the skirmish with the enemy at Sabine Pass:

Commander A. Read, gunshot wound of the eye, serious; James G. Taylor, pilot, gunshot wounds of the hip, scrotum and thigh, serious; Charles Hamilton seaman, gunshot wound of the arm, serious; Thomas H. Gormley, ordinary seaman, gunshot wounds of the neck and thigh, serious; Gabriel Chalapas, ordinary seaman; gunshot wound of the foot, serious; George Miller, gunshot wound of the thigh, slight.

I am, sir, very respectfully, your obedient servant,

LUCIAN H. KENDALL,
Acting Assistant Surgeon.

Commander A. READ.

REAR-ADMIRAL FARRAGUT'S REPORT OF THE BLOCKADE OF RED RIVER, ETC.

FLAG-SHIP HARTFORD,
Off the mouth of Red river, May 2, 1863.

SIR: Since my last despatch I have been maintaining the blockade of Red river and doing the enemy between this place and Port Hudson all the injury in my power. I have on two occasions caught their stores *in transitu*, and destroyed a large quantity of corn, meal, potatoes, sugar, and molasses, at Bayou Sara; I have also destroyed their flat-boats and taken their other boats whenever encountered. The ram Switzerland, on her last trip down, captured two fine metallic life-boats, which we needed very much, as this ship's boats are nearly all destroyed.

I have not returned to New Orleans, from the belief that we are doing the enemy most harm, at this juncture, where we are:

1st. By cutting off his supplies to Port Hudson from the west bank of the Mississippi.

2d. By preventing him from sending re-enforcements from Port Hudson to the rebel General Taylor, whom General Banks is now pursuing towards Alexandria

We hope also to prevent Kirby Smith from re-enforcing Taylor with troops which he (Kirby Smith) has gone to Arkansas for. I have not a sufficient force to stop him at the mouth of Black river, and have therefore sent to beg of Admiral Porter that he will send me two iron-clads, and, if they arrive in time, I will either cut off Kirby Smith or co-operate with General Banks against Alexandria. If my light gunboats come up the Atchafalaya I will try it with them; but their machinery is so exposed that they are a very poor dependence in these narrow rivers, which are just suited to the iron-clads. If Admiral Porter had given me two of his vessels I should have had all the boats in Red river by this time.

Our gunboats captured the fort at Bute la Rose, and the rebels have deserted all their other fortifications on the Atchafalaya river and Fort De Russey, on the Red river, carrying all their guns to Alexandria, where all their workshops are, and there they say they will make a stand, but the refugees whom I have on board all say that the people of Alexandria are at least one-half Union.

I received last evening, per United States steamer Arizona, *via* the Atchafalaya river, a despatch from General Banks, wishing to know if I could co-operate with him against Alexandria. To which I replied that I would do so to the extent of my ability, so soon as the gunboats arrived from above or below.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION UP RED RIVER FOR THE CAPTURE OF FORT DE RUSSEY ETC.

FLAG-SHIP HARTFORD,
Above Port Hudson, May 5, 1863.

SIR: Since my last despatch, Acting Rear-Admiral D. D. Porter, having finished his work at Grand Gulf, determined to come down in person and co-operate with General Banks in the reduction of Alexandria. He arrived off Red river about 1 a. m. yesterday morning.

I had sent up Red river the three small gunboats, Albatross, Estrella, and Arizona, to make a reconnoissance and ascertain the true state of Fort De Russey, and also to ascertain if possible whether any re-enforcements had been sent down to the rebel General Taylor, from Arkansas.

On the arrival of the Albatross at Fort De Russey, two steamers, the Grand Duke and Mary T., were found to be there prepared as gunboats, and were apparently removing the guns from the fort. The steamers opened fire upon the Albatross. All the further particulars of the reconnoissance will be found in the report (A) of Lieutenant Commander Hart.

The Albatross lost two killed and four wounded, one of the former, I regret to say, was Mr. J. B. Hamilton, a Red river pilot sent from this ship. He was a young man who had just received his branch, and leaves sisters and a widowed mother in New Orleans, who were entirely dependent upon him for their support; he had a brother in General Grant's army, from whom no intelligence has been received for some months.

Mr. A. D. Merrit, pilot of the Albatross, was wounded by the same shot which killed Mr. Hamilton, and although both of his hands were wounded, he, with commendable zeal and patriotism, offered his services to Admiral Porter, who took him up with his squadron. I herewith enclose the fleet-surgeon's report of casualties (B.)

Feeling now that my instructions of October 2, 1862, have been carried out by my maintenance of the blockade of Red river until the arrival of Admiral Porter, and learning both from the department and from the newspapers that the iron-clads are on their way down to me, I shall return to New Orleans as soon as practicable, leaving the Hartford and Albatross at the mouth of Red river, to await the result of the combined attack upon Alexandria, but with orders to Commodore Palmer to avail himself of the first good opportunity to run down past Port Hudson.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

A.

Report of Lieutenant Commander Jno. E. Hart, commanding the Albatross.

UNITED STATES STEAMER ALBATROSS,
Off Mouth of Red River, May 6, 1863.

SIR: Your orders of May 3, directing me to proceed with the United States steamer Albatross under my command, accompanied by the United States steamer Estrella, Lieutenant Commander A. P. Cooke, and the Arizona, commanded by Acting Volunteer Lieutenant Dan'l P. Upton, to make a reconnoissance up the Red river, there to ascertain about the passage of transport steamers that possibly may have passed out of Black river to re-enforce the rebels on Red river within the last week, then by observation, as well as by inquiry, ascertain if Fort De Russey was occupied or abandoned, and then to return and report to you the result of my observations, were received.

As near as circumstances would permit I have carried out your instructions, and I very respectfully submit the following report.

At 9.45 a. m. (May 3) the Albatross left her mooring from alongside the Mississippi river bank, and entered the Red river, followed by the steamers Estrella and Arizona. After proceeding a short distance, it was ascertained that the ordinary speed of the Albatross and Arizona much exceeded that of the Estrella, and that the three vessels would necessarily occupy a greater length of time in accomplishing the duty required than was at first supposed.

At mid-day captured a skiff containing a negro and three white men who were endeavoring to cross the river; their names were Wm. S. Mills, ferry master, James M. Burch, a confederate soldier, and James A. Hayes, a farmer; I detained them as prisoners.

When we reached the neighborhood of the mouth of Black river, I sent my boats with officers to visit all the houses there, and to gain information with regard to steamers and troops, from all who knew anything about things. We learnt that there had been neither steamers nor troops passing for some time past.

At sunset we reached a point on the Red river which was about twelve or thirteen miles below Gordon's landing, or Fort De Russey, where we secured our steamers to the trees on the banks of the river.

Captain Upton, of the Arizona, sent a boat with muffled oars to the nearest house up the river, and secured two Frenchmen, the only male occupants. Through an interpreter, they freely gave us all the information they were in possession of; which was, that Fort De Russey was to be abandoned, and its guns were to be taken to Alexandria; no troops had gone up the river. These men were detained and treated kindly until we passed their houses, and they were put on shore.

On the following morning at 5 a. m. (May 4) the steamers got under way and stood up the Red river in the following order: Albatross, Estrella, Arizona. We entered a part of Red river that was exceedingly crooked, and, instead of soft mud, we now had a sandy bottom. Great care was required in turning the sharp bends so as not to ground on low points and sand bars. It was slow work, and in consequence we did not reach the first picket station of the fort until nearly 7 o'clock. No musket was fired by the guard to announce our approach. A pile of pine knots was ready to be ignited. A man came off and announced himself as being a strong Union man, and offered assistance. We received him on board, and we found him of some use to our pilots. As we steamed along the lookout aloft reported the smoke of steamers. Our Union man told us that it was the smoke of two rebel steamers that were carrying

away the Indianola's XI-inch guns and the iron-work of Fort De Russey to Alexandria.

We gave the men breakfast, and then cleared the ship for action; got everything in place, and everybody appeared to understand that a hard fight might possibly be in store for them, and it was indeed satisfactory to see how willingly the officers and crew entered into the proper spirit. Your orders directed me to throw a few shell from a point below Fort De Russey in order to satisfy myself that the place was abandoned; it was unnecessary to do so, for we saw by the smoke of the steamers that its immediate neighborhood was occupied, and I thought it best that the attack on the steamers, if it should be necessary to make one, should be commenced quite suddenly, with a view to surprise them if possible.

At 8.20 passed another picket station, with its pile of pine knots; here again no alarm was given as we went by.

At 8.40 saw ahead of us the sharp bend in the river, and an open space that lies directly opposite the fort. A high piece of wood screened us from view, and all three vessels steamed along slowly and carefully.

The Parrott gun on our bows was carefully pointed, and three broadside guns were ready to discharge the very moment that we should emerge into the open view of our enemies. As we appeared before them a glance showed us the position of the river steamers and the situation of everything connected with the low fort. Two large rebel iron steamers, the Grand Duke and Mary T., had their bows moored to the earthworks in such a way that their hulls were below the top of them; both boats pointed down stream, so as to head almost directly for the broadside of a vessel that was passing the cleared space, and until she turned the sharp bend. There were three casemates on the battery, and alongside of one of the steamers was a flat-boat with a very large gun—the XI-inch gun, in all probability, that was said to have been taken from the ill-fated iron-clad Indianola. It was ready to be towed away. There was a heavy raft of large-sized logs stretched across the stream, and secured by chains to trees on either bank, and also by strong moorings to the bottom, in order to prevent the current from taking it down stream.

On the left bank of the river were thirty or forty cavalry, with carbines, stationed behind the levee. With all this in plain view I did not hesitate to bring the steamer into action, and commenced with a discharge of five guns—the 30-pounder Parrott on the forecastle, three 32-pounder broadside guns, and the rifled 12-pounder Dahlgren howitzer on the quarter. My starboard side was presented to the enemy. The confederates returned it promptly, and it was kept up on both sides vigorously until a dense cloud of smoke gathered between us. When it cleared away we went at it again; the enemy had the most guns, and sent their shot and grape thick and fast. Another cloud of smoke obscured us, and we took advantage of the occasion to turn our steamer so as to present the port battery to the enemy. When partly turned a 32 pounder ball came through the wheel-house, carrying away the wheel, killing John W. Brown, seaman, and Mr. Hamilton, a pilot belonging to the flag-ship Hartford, who was zealously assisting the pilot of the Albatross, Mr. Archibald D. Merritt. Mr. Merritt was thrown some distance, and had both of his hands wounded by the splinters of the wheel. He did not consider himself disabled, and although urged repeatedly to report himself to the surgeon, he continued to give directions and advice until the action was ended. As soon as the wheel was gone came a critical time; scarcely a moment was to be lost. The relieving tackles were manned, and the executive officer, Mr. Du Bois, was ready for the emergency. There was no pausing or wavering on his part; had there been, it might have resulted in precisely such a catastrophe as happened to the Queen of the West at this same place.

The current of the river and the eddies were working at cross purposes, and

it seemed that the steamer for a while could not be managed. Our bows were aground, and then our stern, as we went ahead or backed, and it required the nicest management and undivided attention; no one but a cool man could have been able to accomplish what was desired, and Mr. Du Bois did all that was required. He received prompt attention both from those in charge of the engine and those in charge of the helm.

The cavalry on shore were making efforts to pick off our men at the relieving tackles, and the solid shot and grape began to tell seriously upon our hull. We were hit repeatedly, a second shot passing under the wheel-house, tearing the decks; a shot passed through the hull near the water-line; another passed clean through both sides, and just grazed the steam drum; another one went through the smoke-stack; the mainmast was cut half in two close to the deck; the foremast was hit about fifteen feet from the deck; another shot cut the fore-yard in two, which was lashed to the rail; the same shot, in its flight, tore up the deck and scattered splinters in every direction. We were hulled eleven times, and serious damage was done to our rigging and spars. We were forty minutes in action, fighting at a distance of not over 500 yards, and during that time we fired fourteen broadsides that were well directed, and while turning our head around so as to head down stream we used our muskets and rifles.

The Albatross went into the action all alone. Two steamers were before her guns, with a greater number of guns than she carried. On the upper decks of those steamers were sharpshooters ensconced behind large square timbers and cotton bales; and, besides, there was a force of cavalry on shore that were constantly firing upon the steamer.

I could not require my brave crew to do any more than they had done, and I withdrew from my precarious position as deliberately as I had entered it, firing as I went, having done all that lay in my power to disable the enemy; but they were behind earthworks, cotton, and heavy pieces of timber, and I was in a thin, frail steamer, whose sides a Minie ball could easily penetrate. I might have been greatly assisted by the captains of the Estrella and the Arizona if they had obeyed my orders and had come to my assistance.

I was near enough to be heard, and I ordered them to come to me; and fearing that my voice was not sufficiently strong, I asked Mr. Du Bois to repeat my orders through his trumpet, and after his trumpet was knocked out of his hand by a Minie ball, he repeated my orders without it to them to "come up."

I feel quite sure that with both the other steamers I could have driven them, the rebels, away, have blown up the raft, and recaptured the Indianola's XI-inch gun, and cleared the river.

It appeared to me, however, that I ought not to make the attempt, just then, a second time, unless I could get a hearty and willing co-operation from the other two captains; and, besides, I had a crippled ship, with wounded and dead men to look out for. I gave orders to the other captains to follow me down the river, and I returned.

The conduct of our people exhibited the greatest bravery; they were ready and quick to obey. The men on the main deck were in charge of Acting Master Charles P. Washburne, worked well, and did their duty well.

The Parrott gun on the bows was admirably served by Acting Master George H. Mundy, and made telling shots. After one of his good shots there were clouds of steam that went up from one of the steamers.

The powder division, in charge of Acting Ensign William Harcourt, was in good order and efficient.

On my return down Red river I carried out your instructions with regard to the firewood. I offered the price per cord as you directed, and think that it will be an inducement to several men to cut and cord up a quantity.

We met, going up the Red river, the Upper Mississippi fleet, under the command of Rear-Admiral Porter, and he desired me to say to you that he took

he liberty of ordering the steamers Estrella and Arizona to join his fleet; and e also required a pilot, and Mr. A. D. Merritt, al hough wounded so as to be nable to use his hands, cheerfully volunteered to accompany him, and was ccepted.

Very respectfully, your obedient servant,

JOHN E. HART,
Lieutenant Commander, United States Navy.

Rear-Admiral D. G. FARRAGUT,
Western Gulf Squadron.

Fleet Surgeon Foltz's report of casualties.

UNITED STATES FLAG-SHIP HARTFORD,
Mouth of Red River, May 6, 1863.

SIR: I respectfully report the following casualties on board the United States teamer Albatross during the engagement up Red river on yesterday, the 5th nstant, viz:

Killed.—Mr. J. B. Hamilton, pilot, cannon shot; John W. Brown, seaman, annon shot.

Wounded.—George Fife, seaman, thigh, severe; Mr. A. D. Merritt, pilot, and, slightly; James Dunn, seaman, hand, slightly; Frank Vincent, lands- nan, hand, slightly.

Total—2 killed; 4 wounded.

I have the honor to be, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

COMMODORE H. W. MORRIS FORWARDS REPORT OF THE LOSS OF THE UNITED STATES SLOOP PREBLE.

UNITED STATES SLOOP PENSACOLA,
New Orleans, May 5, 1863.

SIR: I enclose herewith a report of Acting Master Shankland, commanding United States sloop Preble, in relation to her entire destruction by fire on the 27th of April last, in Pensacola harbor.

I am, sir, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master W. F. Shankland, commanding the Preble.

NAVY YARD, *Pensacola, April* 28, 1863.

SIR: It is my painful duty to report the total destruction of the United States ship Preble while lying at anchor off the town of Pensacola, on the morning of the 27th instant. At 9.30 a. m. the alarm of fire was made. I immediately started for the deck, and in passing from my cabin saw a volume of dense black smoke and flame issuing from the fore hold. I instantly ordered to beat to quarters, and at the same time made every effort to subdue the fire. At 9.40,

finding the fire increasing rapidly, I ordered McKnowlton, acting ensign and executive officer, to have the magazine flooded, and to inform me when the fire reached the bulkhead of the wardroom. At 10.15, or thereabouts, the fire had reached the wardroom bulkhead. I instantly gave the word, "All hands leave the ship," as I found it impossible to save her.

I beg to state that all hands did their duty in trying to subdue the flames. The officers and men lost all their personal effects. At 10.50 the ship blew up.

From a report from Vincent B. Clark, landsman, I learned that the fire originated by the carelessness of William J. Wilson, ship's corporal, temporarily acting captain of the hold. I cannot learn further than that he was emptying a barrel of tar oil into the tank. Neither can I tell if he had an open light or a lantern. My orders have been very positive that no open light be used on any account in the hold.

For a list of casualties I respectfully refer you to the accompanying report of Surgeon James S. Knight.

I respectfully ask that a court of inquiry be called as soon as possible.

Very respectfully, your obedient servant,

W. F. SHANKLAND,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

PENSACOLA NAVY YARD, *April* 28, 1863.

SIR: In compliance with your request I beg to report the following casualties which happened during the burning of the United States ship Preble, on the 27th instant:

John Norris, boatswain's mate, hand, feet, and face badly burnt; William King, master-at-arms, hand burnt slightly; William Vetterline, marine, contusion of great toe; William J. Wilson, ship's corporal, suffocated.

Respectfully,

JAMES S. KNIGHT,
Assistant Surgeon United States Navy.

WILLIAM F. SHANKLAND,
Acting Master, Commanding.

REPORT OF REAR-ADMIRAL FARRAGUT OF HIS MOVEMENTS PREPARATORY TO ATTACK PORT HUDSON.

FLAG-SHIP PENSACOLA,
New Orleans, May 12, 1863.

SIR: Since my No. 88 I have arrived safely in New Orleans. I went down the river to Port Hudson and communicated with Captain Alden, destroyed all the sugar and molasses that I could find, and returned to the mouth of Red river, and then took the Sachem and came down the Atchafalaya to this city.

I am now making arrangements to continue the bombardment of Port Hudson until the place is attacked, and the Hartford down the river.

I find that Commodore Morris has conducted the affairs of the squadron with as much ability as I possibly could have done. He has been untiring in his labors to keep up the blockade, and the vessels well supplied, and their wants generally attended to.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES.

DESTRUCTION OF REBEL SCHOONER ISABEL.

FLAG-SHIP PENSACOLA,
New Orleans, May 20, 1863.

SIR: I herewith enclose a copy of a report received from Lieutenant Commander J. E. Jowett, relative to the destruction of the rebel schooner Isabel. I have promoted Master's Mate Dyer to an acting ensigncy, subject to the approval of the department; and I will provide for Paymaster's Steward John Bowman, and Masse Nestor, ordinary seaman, as soon as practicable.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander James E. Jouett.

UNITED STATES STEAMER R. R. CUYLER,
Off Mobile Bay, May 18, 1863.

SIR: I have the good fortune to report to you the destruction of the rebel schooner Isabel, this morning at about two o'clock, by Acting Master's Mate N. M. Dyer, of this vessel. Agreeably with permission from Captain Goldsborough, I sent the second cutter with nine armed men, in charge of Mr. Dyer, to lay close to the Swash channel, and give due warning of any vessel attempting to run in or out. Owing to the badly disabled state of my engine, it was 10.30 p. m. before she reached her station. At 11 p. m. Mr. Dyer made a vessel close under Fort Morgan, and thinking she was on her way out, laid watching her. Seeing no movement on her part, he pulled cautiously along, trying to get in shore of her, but ran upon a hawser which was run to the shore from her.

Concluding she was aground, and had been so for some time, he then boarded her, taking her crew completely by surprise, and capturing her captain with six men, and all her papers. An armed launch from the Gaines had just left her to go for a steamer and assistance. Finding it impossible to get her off, and seeing the Gaines coming to her relief, Mr. Dyer removed the prisoners, papers, &c., and set fire to her. As she burned but slowly, he returned to her and knocked in the heads of two barrels of turpentine, again fired her, and came off to this vessel, leaving her in flames. Agreeably to the statement of her captain, when boarded she was aground, within two hundred yards of Fort Morgan. Her cargo, per invoice, consisted of two hundred bales of cotton. As a cool, energetic, and smart young officer, I cannot speak too highly of Mr. Dyer—courteous to all, and a good seaman. He has served for over a year in the army, and saw much sea service. If it is consistent, I beg he may be given an ensign's appointment as I know how well he would fill the position; and as a regular officer, I would not recommend any unfit person for the service.

Mr. Dyer mentions with great praise John Bowman, paymaster's steward, and Masse Neston, ordinary seaman, as acting with great coolness on the occasion, and rendering him valuable assistance.

I am, very respectfully, your obedient servant,

JAMES E. JOUETT,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

REAR-ADMIRAL FARRAGUT'S REPORT OF OPERATIONS AGAINST PORT HUDSON

FLAG-SHIP MONONGAHELA,
Below Port Hudson, June 1, 1863.

SIR: Since my last, of the 28th of May, nothing material has occurred General Banks still has Port Hudson closely invested, and is now putting up a battery of four nine-inch guns, and four 24-pounders.

The first will be superintended by Lieutenant Terry, of the Richmond, and worked by four of her guns' crews, and to be used as a breaching battery.

We continue to shell the enemy every night from three to five hours, and at times during the day, when they open fire on our troops.

The general informs me that he hopes to be able to make an assault in a few days. I shall hold on here until it is either reduced or we are repulsed.

I have the Hartford and two or three gunboats above Port Hudson, the Richmond, Genesee, Essex, and this vessel, together with the mortar-boats below, ready to aid the army in any way in our power. One of General Grant's aids arrived yesterday from Vicksburg, who informed me "that that place is very closely invested; that General Pemberton is confined to his inner trenches, and pressed upon at every quarter."

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

ATTEMPT TO BLOW UP THE ESSEX WITH A TORPEDO.

UNITED STATES IRON-CLAD ESSEX,
Off Baton Rouge, June 19, 1863.

SIR: I have respectfully to report an attempt on the part of the rebels to blow up this vessel with a torpedo, and its failure.

On the 18th instant I went up the river with the Essex to Port Hudson on a reconnoissance. Arriving abreast the centre of Profit's island, and between two points, one making out from the island, the other from the opposite shore, I observed what appeared to be a buoy; on examining it with my glass I found it to be a large demijohn, anchored about four hundred yards from the island. I immediately suspected the reason of its being placed there, and turned my glass to the island shore, and near it observed another demijohn buoy, and ten or twenty yards outside of it a barrel nearly submerged. I wished to stop the vessel immediately, but as we were almost in a line with the buoys, the wind blowing half a gale, and right aft, and the vessel at full speed, it would have been impossible to stop in time, and I was forced to pass between the buoys and over the apparatus; we experienced no trouble, however, and proceeded on, finishing our reconnoissance of Port Hudson. On my return I stopped the vessel below the infernal machine, with her head up stream, sent the men to quarters, and despatched two boats to take up or destroy the apparatus. From the inside buoys an iron wire (apparently telegraph wire) was discovered leading up the beach, then over a glass bottle, (attached to a tree as an insulator,) and from thence into the woods. About fifty fathoms of this wire was hauled down to the boats, and its connexion with the buoys severed; all the buoys were then raised, and found to be connected by wires, and a torpedo of cylindrical form, three feet long and a foot in diameter, made of boiler

iron, and finished in a most workmanlike manner, was found attached to the barrel buoy, and hung thereto with about a dozen turns of wire rove through two eye-bolts riveted in one end of the machine; the other end had a plug fitted in, with a wire leading through and communicating with the interior. A number of wires appeared to connect with this end of the machine, but the connexion could not be understood, as the wires were all broken while raising it, or cut immediately after, to prevent accident.

We raised in all one machine, three buoys, and about one hundred fathoms of telegraph wire; other portions of the apparatus were lost, together with a quantity of wire, owing to the latter breaking by the heavy strain on it, in attempting to weigh the lost portions.

This apparatus was skilfully made, and carefully laid—exactly in our track, and between the points already mentioned, which contracted the river to its narrowest bounds. Near the opposite shore the current runs with great velocity. I was extremely anxious to examine the contents of this machine, but after making a few careful experiments I found it could not be opened without danger of moving the wire; I therefore had it taken on shore and secured in a hole in the levee, and a long line bent to the wire, then a boat pulled out with the other end of the line, and when it became taut the machine burst with a tremendous explosion, tearing away a large piece of the levee, and throwing the pieces of iron in every direction; one piece weighing about two pounds fell on board the vessel, distant about three hundred yards. It would seem that the machine was made to explode *both* by *friction* and *electricity*. I think there were others besides the one raised. I consider these machines too dangerous to handle, and hereafter shall destroy the buoys, and taking the in-shore end of the wire, drag the apparatus well into the river and sink it.

Very respectfully, your obedient servant,

C. H. B. CALDWELL, *Commander.*

Rear-Admiral D. G. FARRAGUT, U. S. N.,
Commander-in-Chief Western Gulf Blockading Squadron.

Forwarded by your obedient servant,

JAMES ALDEN,
Commanding Naval forces, Baton Rouge.

ACTION AT DONALDSONVILLE, LOUISIANA.

FLAG-SHIP PENSACOLA,
New Orleans, June 29, 1863.

SIR: I have to inform the department that while I was at Port Hudson I received a despatch stating that the rebels were in force on the west bank of the river, threatening Plaquemine and Donaldsonville. I started immediately for the first-named place, but, on my arrival at Baton Rouge, found a despatch from Lieutenant Commander Weaver, to the effect that the rebels—about one hundred and fifty Texans—had made a raid into Plaquemine some three hours previous to his arrival, and had burned two steamers that were lying there. Lieutenant Commander Weaver shelled the place, driving the enemy out of the town, and followed them down the river to Donaldsonville, which place he reached in advance of them. By dark I was also there, and found that the Kineo had also been sent up by Commodore Morris. The enemy finding us in such strong force of gunboats, gave out that they would not attack Donaldsonville, but would go by the railroad to Brashear City. I therefore ordered the Winona, Lieutenant Commander Weaver, to cruise up and down the river, and he seeing the enemy on two occasions, shelled them. As I had much to attend to in New

Orleans, I dropped down, placing the gunboats to the best advantage above and below. Lieutenant Commander Watters volunteered to assist the volunteer officer commanding the fort in the drilling of his men at great guns. I paid them a visit, and gave them my advice in case of an attack, which I looked for sooner or later.

I left Commander Woolsey, in the Princess Royal, in command at Donaldsonville, ordered the Winona to Plaquemine, and stationed the Kineo at a place below, where the railroad ran near the river, distant about twenty-three miles from New Orleans. On the 17th instant the enemy reached the Lafourche crossing and attacked our pickets, who repulsed them, causing them a heavy loss. On the 18th they had a second fight, and were again repulsed.

On the 23d the enemy, under Generals Green and Mouton, attacked and captured Brashear City. Our force there was very small. I had only a small steamer mounting two 12-pound howitzers, which I purchased as a tug, but I regret to say that her commander is not represented as having been any more vigilant than the rest, and backed down the bay. Mr. Ryder says, however, that he could not fire into the enemy without firing into our own people, so he withdrew and retired to New Orleans, leaving Brashear City in possession of the enemy.

On the 27th Commander Woolsey informed me by telegraph, and Brigadier General Emory personally, that General Green, of Texas, had notified the women and children to leave Donaldsonville, as he intended making an attack. I immediately ordered the Kineo up to the assistance of the Princess Royal, and Lieutenant Commander Weaver, in the Winona, being on the alert, was also at Donaldsonville in time to take part in the repulsing of the enemy. I enclose herewith Commander Woolsey's report of the affair.

At 1.20 a. m. of the 28th the enemy made the attack, and their storming party got into the fort, but the gunboats opened a flanking fire above and below the fort, hurling destruction into the rebel ranks and driving back the supporting party, so that they broke and fled, and the 120 who entered the fort were captured. At 4.30 a. m. the rebels (Texans) fell back in great rage, vowing vengeance. I had in the mean time ordered up the Monongahela, Commander Read, and General Emory first, and then General Banks, sent forward reinforcements. General Stone is now in command there, and the place is perfectly secure.

The prisoners arrived from Donaldsonville number 124, among which are one lieutenant colonel, two majors, three captains, and five lieutenants. Our forces have buried 69 rebel dead, and are still employed, calculating that there are about 100. Colonel Phillips is among the number of the rebel dead.

All of which is respectfully submitted, by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Fleet Surgeon J. M. Foltz's report of casualties.

NEW ORLEANS, *June* 30, 1863.

SIR: The following is a list of the killed and wounded on board the United States steamer Princess Royal, during an action at Donaldsonville, Louisiana, on the morning of the 28th instant, viz:

Killed.—Isaac Foster, landsman, killed instantly by rifle ball.

Wounded.—Charles Preston, seaman, left ankle and right leg, rifle ball; Alexander Gordon, captain forecastle, wrist.

Total—One killed; two wounded.

T. K. CHANDLER,
Surgeon Princess Royal.

I am, very respectfully, your obedient servant,
J. M. FOLTZ, *Fleet Surgeon.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Report of Commander M. B. Woolsey, commanding United States steamer Princess Royal.

UNITED STATES STEAMER PRINCESS ROYAL,
Donaldsonville, Louisiana, June 28, 1863.

SIR: I respectfully submit the following report: Shortly after noon yesterday, (27th,) hearing the long roll beat in the fort, I sent to inquire the reason, and was informed that the rebels were in force within three miles of the post. At 5.30 p. m. a letter from the rebel General Green to the commander of the post was brought on board, said letter requesting permission to notify the women and children to remove three miles beyond the post by evening. I advised the major commanding to send the flag of truce back at once, with the reply that we would give the necessary information. I immediately saw the provost marshal on the subject, and he circulated the necessary notification. At 7.40 p. m. I got under way and cleared for action, finding it absolutely necessary to be under way, as there were several points to be covered, and the Princess Royal was the only vessel here. At 10 minutes a. m. this morning the red Coston light was burned at the fort. At 15 minutes a. m. (having anchored) I got under way again, steaming ahead slowly, opening the north side of the fort. At 1.20 a. m. the rebels opened fire with musketry upon the fort. At 1.21 a. m. the fort opened with two guns. At 1.25 a. m., having ascertained the position of the rebels, this ship commenced the action, shelling the woods to the right of the fort, in the direction of the enemy, firing a few 9-inch and 30-pound shot over the fort, up the bayou, for the purpose of dislodging troops that might be in the rear.

Finding that the rebels were pressing upon the north side of the fort, I sheared close in and kept up a fire from all guns, with shrapnell and 5-second 9-inch fuses, until about 2 a. m., when the smoke became so dense that I could not see the lights showing the position of the fort. I then stood up stream about two hundred yards, continuing the fire upon the rebel troops who were in the woods north of, and at a distance of about four hundred yards from, the fort. Their position was indicated by their constant yelling, as I could not see their fire for the smoke. I then stood up abreast of an opening which I remembered to be in the levee, and through this, having reduced the range to point blank, I fired shrapnell from the 30 and 24-pounders, and grape from the 9-inch, enfilading the levee. At 2.30 the enemy opened on us with rifles. At 2.40 turned and headed down the river, fighting all guns on the starboard side. The enemy's rifles opening on us from the town, fired a broadside up the main street and another up the south bank of the bayou, then stood up and took position to enfilade the north side of the fort. Here I opened fire with 30 and 24-pounder shrapnell, 9-inch grape, and small-arms. This fire was kept up until 3.30 a. m. The fire upon us from the enemy's rifles was so sharp that I was obliged several times to call the men to lie at their quarters. At about 3.45 a. m. the yelling of the rebels discontinued, and the fire materially slackened. Shortly after we

heard three cheers from the fort. At 4 a. m. the Winona hove in sight and immediately opened fire, which she continued until 4.30 a. m., when we ceased firing. The smoke clearing away, discovered the American flag flying over the fort. We gave three cheers and came to anchor. At 4.30 a. m. the Kineo hove in sight, coming up the river; at about 5 a. m. anchored near us. This vessel received no material injury. One grape-shot passed through the upper works, doing trifling damage on deck; one grape-shot passed through the ship's side, between decks; another through the ship's side, about a foot above water; and one through one of the boats on the bridge. The hull was struck in sixteen places by grape-shot. Most of the rifle balls passed above the men's heads.

Casualties among the crew are as follows: Isaac Foster, landsman, killed; Alexander Gordon, captain of the forecastle, wounded in the wrist, slightly; Charles Preston, seaman, wounded in both legs. Foster was buried this afternoon, near the telegraph station, on the opposite side of the river.

The officers and crew behaved in a most beautiful manner, without exception. I wish to speak particularly of Acting Ensign Theodore H. Paine, and the crew of the 30-pounder rifle, on the forecastle, who were the most exposed, and worked the gun lying down, Mr. Paine aiming and firing the gun through a heavy fire of rifles.

During the forenoon I received on board the Princess Royal, for safe keeping, 24 of the 120 rebel prisoners captured in the fort, the others being distributed between the other two vessels. At 12 m., the United States steamer Monongahela arrived from below.

I respectfully enclose herewith a list of ammunition expended and the surgeon's report.

I have the honor to be, respectfully, sir, your obedient servant,

M. B. WOOLSEY.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, New Orleans, La.

COMMANDER C H. B. CALDWELL'S REPORT OF THE PROCEEDINGS OF THE MORTAR FLOTILLA AT PORT HUDSON.

UNITED STATES IRON-CLAD ESSEX, *July* 1, 1863.

SIR: On leaving command of the Essex and mortar flotilla, I have respectfully to report in general terms their proceedings since the regular investment of Port Hudson, commencing May 23.

Previous to this date the vessels bombarded regularly every night for one hour, varying the hour each night. At the conclusion of our bombardment on the night of May 9, the enemy opened upon us from the outer field works facing the river, with four 20 and 30-pounder Parrotts, and one 5-inch rifled gun, and several rifled field-pieces. The day before, I directed the vessels to get the range of these works, and the moment they opened on us we answered with reduced charges, throwing the shells with admirable precision in and about the works. The Essex opened upon the outer battery, where the 5-inch rifle was placed. We soon silenced all the batteries, and drove the enemy from the works with their guns; they never molested us again from this position. We killed two and wounded several men, and killed a number of mules belonging to the guns.

The instantaneous change of the fire of the mortars with 20-pound charges, throwing the shell well up into the main work, to 7 and 9-pound charges, throwing them into the field-works close at hand, excited the astonishment and admiration of the enemy, which their officers very frankly admitted in conversation with ours.

From the 23d of May to the 26th of June there followed a constant succession of bombardments and artillery fights between the Essex and mortar vessels on one side, and the rebel batteries on the other. During these engagements we silenced and drove from the tower or citadel of the enemy their men and guns three times. We have fired from this vessel 738 shells, and from the mortar vessels an aggregate of 2,806 13-inch shells. The Essex has been exposed during all this time to the fire of two 10-inch columbiads, two 8-inch do., and two rifled guns, one 6-inch, and the other 5-inch. I do not think it an exaggeration to say that, in all, 1,000 shot and shell from these guns have been thrown at her, of which 23 have taken effect upon her hull, and several others have torn her awnings and windsails. Of the 23, one shell has exploded in her, throwing pieces of shell around the steerage and pilot-house; three have passed almost through the strongest part of the vessel forward, cutting entirely through the iron and the greater part of the woodwork, and crushing in the inner lining of oak; three have raked her deck, cutting out several planks; and one has passed down through the vessel—the latter, a 10-inch solid shot, striking the deck at an angle of 30° from the perpendicular, passing through the starboard smoke-stack, through the deck, a pile of boards, a coal-bunker placed over and for the protection of the steam-drum and boilers, grazed the boiler, passed through a boiler plate, iron bulk-head, struck an oak timber and glanced off, passing a few inches over the steam-pipe, a few inches under the escape-pipe, carrying away a small dripping-pipe, through the machinery, and over the galley into the wheel-house, and disappeared.

The effects of Parrot shell striking the plates forcibly is to explode, indenting the plates like the inside of an ordinary breakfast saucer; all solid shot or rifle bolts go through the plates and bury in the wood; all shot or shell striking at an angle have, in every instance, glanced off, one only cutting through the plate and crushing the woodwork; even this glanced off and buried itself in the river bank. I am happy to state we have lost no men, and have had but six wounded, and those slightly.

In addition to the regular service of the vessel, seventeen of our men, under command of Ensign Shepard, have assisted in manning the naval battery of our 9-inch guns, mounted near the trenches, and co-operating with the batteries of our army.

During the whole of the bombardment the little mortar vessels have maintained their position just astern of the Essex, exposed to many of the shot that have escaped this vessel, besides others directed exclusively at them. The Sarah Bruen has been struck thirteen times in hull, spars, and rigging, and nearly all the others from one to three times; they have stood their ground without flinching or showing the least disposition to drop to a more sheltered position. I take great pleasure in stating I have found their commanders a most respectable, reliable, sober, and intelligent set of men.

The commander of the Orvetta is only an ensign; I trust he may receive the appointment of master—the same appointment as held by all the others. In conclusion, I have to report, the new 100-pounder Parrott gun you sent to this vessel is the most extraordinary gun for range and accuracy I have ever seen. The short distance between this vessel and the citadel has enabled us to strike it fairly nearly every shot, and bury the shell deep into the embankment, and at every explosion rending deep fissures in its side. The effect of the shell has elicited great praise of its powers from the army officers serving in our battery near the citadel.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander U. S. Navy, Commanding.

Admiral D. G. FARRAGUT,
Commander-in-Chief, W. G. B. Squadron.

JULY 3, 1863.

Forwarded with great pleasure, and would not only recommend the promotion of the ensign, Mr. Adams, but that they may all be raised to acting volunteer lieutenants, for I most fully concur in all that Commander Caldwell has said of the heroism, endurance, and obstinate determination to hold their ground, until compelled by the commander to fall back out of range

D. G. FARRAGUT,
Rear-Admiral.

ENGAGEMENT WITH THE REBEL BATTERIES AT DONALDSONVILLE.—DEATH OF COMMANDER ABNER READ.

FLAG-STEAMER TENNESSEE,
New Orleans, July 10, 1863.

SIR: I have to inform the department that while at Port Hudson, on the morning of the 7th instant, I received a note from Commodore Palmer, of the Hartford, stating the gunboat Price had arrived from Vicksburg with a bearer of despatches to General Banks, announcing the surrender of Vicksburg with 27,000 prisoners, 128 field-pieces and 80 heavy guns. Upon receipt of this intelligence, General Banks proposed to me to join in firing a salute of one hundred guns as a *feu de joie*, which was done.

Being called down the river by a knowledge of the fact that the Texans were erecting batteries on the banks to cut off General Banks's supplies, I proceeded to Donaldsonville. At Baton Rouge I found an army transport with a bearer of despatches to General Emory, commanding defences of New Orleans, announcing to him the fall of Vicksburg. I sent two boats to convoy her, but on my way down I met the Monongahela and New London, which vessels had just had a fight with the batteries, and, sad to say, Commander Read was mortally wounded. Well might it be said of him, "that the country could have better spared a better man." I know nothing of him prejudicial as a man, but I do know that no navy can boast a better officer, and I deem him a great loss both to the navy and to his country. Captain Jenkins, who was also on board the Monongahela on his way up to take command of the Richmond, vice Captain Alden, (on leave,) was also wounded by the same shot, breaking a cutlass, which struck him on the thigh. After supplying the wants of these two vessels I proceeded on my way down to Donaldsonville, determined to convoy the next tow in order to ascertain the true state of affairs, which were greatly magnified, on the river banks.

At 6.30 p. m. on the 9th I started down the river in the Monongahela, followed by the Essex, which vessel I had in the mean time sent up for, and the Kineo and Tennessee. I soon drew their fire on the Monongahela, but she was more successful than the night before, and very shortly silenced their guns, but they continued their musketry fire for almost two hours. The batteries were four in number, and opened on us in succession. I am glad to report that we lost no one injured on either of the gunboats, but the orderly sergeant of the Tennessee was mortally wounded and died during the night. The tow passed safely down without injury, and we anchored about five miles below the batteries.

At 6 a. m. to-day, (10th,) an officer of General Banks's staff, Lieutenant Walker, hailed us, and when he came on board informed me that Lieutenant Commander Perkins was bringing him down in the New London with despatches announcing the fall of Port Hudson—an unconditional surrender—at 9 a. m. on

the 9th, except that private property was to be respected, but that the vessel was fired upon, struck in the boiler, and got ashore.

I immediately took the bearer of despatches on board this vessel and sent the Essex and Monongahela back to the assistance of the New London.

The joy in this city upon my arrival with the news and bearer of despatches was unbounded on the part of the Union people, but the rebels still refuse to believe it.

All of which is respectfully submitted, by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

FURTHER REPORTS OF THE ENGAGEMENT WITH REBEL BATTERIES NEAR DONALDSONVILLE.

FLAG-STEAMER TENNESSEE,
New Orleans, July, 28, 1863.

SIR: I have the honor herewith to enclose the report of Captain T. A. Jenkins of an engagement with rebel batteries situated about twelve miles below Donaldsonville, which deprived the service of one of its bravest officers, Commander Abner Read, who died in the hospital at Baton Rouge, from the effect of his wounds, on the 12th instant. Commander Read was one of the most gallant and enterprising officers in my squadron, and the very mention of his name was a source of terror to the rebels. "The country could well have spared a better man."

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain T. A. Jenkins.

UNITED STATES STEAMER MONONGAHELA,
July 7, 1863.

SIR: In obedience to your order of the 3d instant, I came on board of this vessel, with the sanction of Commodore H. W. Morris, for passage to Port Hudson.

It is my painful duty to have to report that Commander Abner Read, in command of this vessel, received, about 9 a. m. to-day, two dangerous wounds, while gallantly engaging the rebel field batteries behind the levee, about twelve miles below Donaldsonville.

Lieutenant Dewey, the executive officer of this vessel, the other officers, and the crew, displayed an unrivalled coolness and courage during the entire action. Lieutenant Commander Perkins, in command of the New London, fought his vessel admirably.

Very respectfully,

THORNTON A. JENKINS,
Captain of the Fleet.

Rear-Admiral D. G. FARRAGUT,
Commanding A. G. B. Squadron.

Report of Fleet Surgeon Foltz of casualties.

NEW ORLEANS, *July* 28, 1863.

SIR: I herewith enclose the official list of the killed and wounded on board the United States steamer Monongahela, during her engagement with the enemy on the 7th instant, below Donaldsonville.

Commander Abner Read, commanding the Monongahela, died of wounds received in this engagement on Sunday, the 12th instant, at the officers' hospital in Baton Rouge.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

UNITED STATES STEAMER MONONGAHELA,
Mississippi River, July 7, 1863.

SIR: It is my painful duty to report the following casualties on board this ship in the action to-day with the rebel artillery and musketry below Donaldsonville.

Wounded.—Commander Abner Read, dangerously, by a shell in abdomen and right knee—since dead; Captain Thornton A. Jenkins, severe contusion of anterior portion of right thigh; Jacob Huber, landsman, severely, by shell on back portion of right thigh; Lewis Bunker, landsman, severely—musket ball through right shoulder; Francis Pfromer, landsman, slightly, by splinter on back portion of left shoulder.

Killed.—Patrick Hamilton, ordinary seaman.

I am, very respectfully, your obedient servant,

DAVID KINDLEBERGER,
Surgeon.

Lieutenant GEORGE DEWEY,
Senior Officer in Command U. S. Steamer Monongahela.

Report of Commander Robert Townsend, commanding United States steamer Essex.

UNITED STATES STEAMER ESSEX,
Grand View Reach, July 10, 1863.

SIR: I have the honor to report that, in obedience to your orders, given before your departure this morning, I proceeded in the Essex to the relief of the New London, the Monongahela, on our starboard beam, towing us more rapidly against the current than we were able to steam down with the current last evening. We found the New London ashore, made fast to the bank below Whitehall Point, and out of range from the battery, a position where Lieutenant Commander Perkins, after much difficulty, had succeeded in placing her. The Monongahela got her off, took her in tow on the port side, and made fast to the port side of the Essex.

Thus sheltered, they made the downward trip almost unscathed. As the New London is completely disabled by shots through her boiler, I sent word to Lieutenant Commander Watters, of the Kineo, to take her in tow to New Orleans and report to you. Lieutenant Commander Perkins having fruitlessly sent messages to Donaldsonville for assistance, was finally, this morning, obliged

to proceed thither himself. Lieutenant Day, who was left in charge, although wounded, was on the alert and preserved good order and discipline among the crew.

On our way up, the battery at the head of Grand View Reach did not open upon us; but it did so, spitefully, upon our return. The battery opposite College Point gave us a warm reception both going and returning. Whilst the Monongahela was getting the New London afloat, we proceeded up in the Essex, off Whitehall Point, and opened upon the Winchester Plantation battery, both at long and short range. They did not return our fire. We counted seven embrasures, but saw no guns in position there. A crowd of sharpshooters, lining the levee, disappeared soon after we opened fire. Last evening and to-day we were struck by shot and shell nine times. One penetrated the solid timber of the starboard forward guard; three glanced from our plating on the sides and quarter, doing no particular damage; the others passed, respectively, through both sides of the wheel-house, the awning rail and furled awning, the starboard smoke-stack, the galley funnel, and both ventilators.

I will not particularize the pattering showers of musket balls, as they did no material damage. We expended of 100-pounder rifle, 9-inch, and 32-pounder shell and shrapnell, 150 rounds.

Lieutenant Commander Dewey displayed coolness, skill, and judgment in managing the Monongahela, and in getting off the New London. He was able to use his bow and stern guns and boat howitzers, and, whilst passing the batteries, he did so effectively. Acting Master Parker, executive officer of the Essex, worked the battery with cool discretion and ability, and made a number of excellent shots. Mr. Attenborough, our pilot, occupied a very exposed position, but it did not militate against the skill with which he habitually directs the course of the ship. I am much pleased that I can speak in the most commendable terms of the conduct of all the officers and men. It is also gratifying that I am able to report the execution of your orders without loss or injury to any engaged in the expedition.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, United States Navy.

Rear-Admiral D. G. FARRAGUT,
Com'dg W. G. B. Squadron, U. S. Flag-Ship Tennessee, New Orleans.

Report of Lieutenant Commander George H. Perkins of attack on the New London by rebel field batteries, near Whitehall.

UNITED STATES GUNBOAT NEW LONDON,
New Orleans, July 13, 1863.

SIR: I have the honor to present the following report:

At 11 o'clock p. m. July 9 we arrived at Donaldsonville from Port Hudson, having on board a bearer of despatches from General Banks. I received orders to proceed to New Orleans, the gunboat Winona to accompany us to the battery at Whitehall Point.

At 1.15 a. m. on the 10th the enemy opened fire at Whitehall Point with artillery and infantry. The third shot struck the New London's boiler, and exploding, made seven holes on a line with the upper flues, scalding six persons severely; another shot perforated the steam drum.

After being disabled we ran towards the eastern shore or bank of the river; but, on account of the steam escaping, the men were unable to remain at the wheel, and we grounded under the battery. A rocket was sent to notify the

Winona of our disabled condition, in order that she might come to our assistance.

The port battery was manned, and commenced playing on the opposite shore. The fire of the enemy being very severe, and their range getting better, I ordered the boats to be manned, and had a kedge put out astern. Hauled off and drifted down the stream till out of range of the upper battery.

The principal battery being below us, I towed the New London to the east bank again, and made her fast. During this time a continued fire was kept up by the enemy's infantry. It was nearly daylight, and supposing that the enemy would open on us at that time with artillery, and not being able to train my guns on the opposite bank, I sent the ship's company ashore, in order that they might have the protection of the levee, and, at the same time, with their muskets repel any attack.

Immediately on reaching shore I stationed pickets at suitable distances up and down the levee road, and despatched couriers to Donaldsonville, and down the river to the United States sloop Monongahela and gunboat Essex, for assistance. Three messengers returned from Donaldsonville, bringing word that no assistance could be rendered, and two returned from below, saying that they could not find the Essex. Feeling that it was important to have troops to assist in guarding the vessel at night, and fearing that the Essex would not come up in time, and knowing that I could procure assistance from General Weitzel, I went to Donaldsonville, procured the necessary assistance, and returned immediately, being absent only about two hours. During my absence the Monongahela and Essex came up and towed the New London away.

The wounded, on reaching shore, were taken to the plantation hospital of J. M. Marson, who kindly offered us the use of the same, and treated them with much attention and kindness. The list of casualties will be made in the surgeon's report.

The rigging, masts, and hull were struck several times. Too much praise cannot be awarded to the officers and crew for their coolness and bravery during the engagement.

The conduct of Lieutenant Day, my executive officer, deserves particular attention, who, after being wounded in the head, remained at his post and rendered valuable service, encouraging the men by his bravery and coolness.

Very respectfully,

G. H. PERKINS,
Lieutenant Commander, United States Navy.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Lieutenant Commander Perkins was temporarily in command of the New London, and was sent up the river on patrol duty. His conduct was represented as cool. He made every disposition of his men, and managed his vessel with ability; and, although he procured the assistance he sought, I informed him that the principle was wrong. A commander should never leave his vessel under such circumstances.

D. G. FARRAGUT, *R. A.*

JULY 16, 1863.

RECONNOISSANCE OF THE AMCHAFALAYA BY ACTING VOLUNTEER LIEUT. CROCKER.

UNITED STATES STEAMER CLIFTON,
Off Brashear City, July 28, 1863.

SIR: I have the honor to report that on the afternoon of my arrival I made a reconnoissance up the Atchafalaya to the mouth of the Teche, with all the naval forces here, and then with the Clifton alone up Bayou Teche to the obstructions just below Camp Brisland, where I encountered Sibley's brigade, or a portion of it, with Hindman's battery of six pieces, all of whom I drove into the works at that place, and then shelled them out again, causing them to retreat rapidly beyond the range of my guns. I found the original obstructions newly repaired by a sunken schooner, and was unable to pursue the enemy beyond.

Returning, the Clifton and Estrella ran into Grand lake, to look for rebel steamers reported there, when the Estrella ran aground, and was obliged to lay till morning, when she floated and returned to this place. The rebel army, about eight thousand strong, are now mostly posted between Franklyn and New Iberia, and it was their rear guard that I engaged.

Deserters report that the rebel iron-clad steamer Hart was nearly raised when they received news of the arrival of our gunboats, upon which it was immediately sunk again, and now lies under water.

Very respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, Commanding.

Commodore HENRY W. MORRIS,
Senior Officer present off New Orleans, La.

NAVAL BATTERY, UNDER LIEUTENANT COMMANDER TERRY, EMPLOYED IN THE SIEGE OF PORT HUDSON.

HASTINGS-ON-THE-HUDSON,
September 5, 1863.

SIR: I have the honor herewith to enclose the report of Lieutenant Commander Terry, and the testimonials given that officer, and Ensigns Shepard and Shaw, for the energy, zeal, and skill displayed at the naval battery at the siege of Port Hudson by the army and navy, which I hope will be placed upon record for their future benefit.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Captain T. A. Jenkins.

UNITED STATES STEAMER RICHMOND,
New Orleans, July 30, 1863.

ADMIRAL: I transmit herewith the report of Lieutenant Commander Terry, and two letters from the officer of the army charged with the artillery employed in reduction of Port Hudson.

Lieutenant Commander Terry and the officers and men under his command at the naval batteries before Port Hudson received from the army the highest commendations; and it affords me great pleasure to place in your hands a detailed report setting forth the important services rendered on shore by the navy during the siege of that stronghold of the enemy.

I am, very respectfully,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Report of Lieutenant Commander Edward Terry.

UNITED STATES STEAMER RICHMOND,
Below Port Hudson, July 10, 1863.

SIR: I have the honor to submit the following report of the operation of the naval battery under my command, in position before Port Hudson.

On the 30th May, in obedience to an order from the admiral, I proceeded on shore to report to General Banks, as the commanding officer of the battery of 9-inch guns; the latter referred me to Brigadier General Arnold, chief of artillery, from whom I learned that the guns were at Springfield landing. After several days' delay, owing to want of transportation, they were brought to a position near the battery. On June 4, Acting Ensign R. P. Swann, Master's Mates Cox and Bourne, and three guns' crews (fifty-one men) from the Richmond, and Ensign E. M. Shepard, with one gun's crew of seventeen men from the Essex, landed and encamped one-half mile in rear of the battery. June 5, shifted camp to ravine, five hundred yards in the rear of battery. From that date until June 9, engaged in slinging, transporting, and mounting guns, and stowing magazine. Considerable delay on account of platforms not being furnished. June 9, 11 a. m., unmasked the battery, which was seven hundred and forty-eight yards from the enemy's works, and opened fire upon the latter. Sharp musketry fire from the enemy. Continued firing all day at intervals of two and one-half minutes, and all night at intervals of five minutes. June 10, firing all day; dismounted one of the enemy's guns. Enemy's sharpshooters somewhat troublesome. On the 12th instant set fire to some of the buildings within their lines; firing slowly all night, and rapidly at daylight. On the 13th, firing all night at intervals of ten minutes. At 11 a. m., artillery opened all along their lines, firing rapidly for one hour. At meridian General Grover demanded the surrender of the place. A refusal was the reply. At 5 p. m. dismounted a light gun. On the 14th instant, at 2 a. m., opened a heavy artillery fire all along the line, after which an unsuccessful attack was made by the infantry; disabled a light gun. On the 15th and 16th firing slowly; 17th no firing; flag of truce. On the 18th firing briskly all day. Removed one gun to a battery on the left; sent Mr. Swann to take charge of it, Mr. Bourne accompanying him. Occasional gun fired from the battery on the right, but with no rapid or continued firing subsequent to that date. On the 25th the battery on the left opened fire on the enemy's works. About 3½ p. m., John Williams, 3d, seaman, was mortally wounded, and John McNalley and William Kelcher slightly.

On the 27th another 9-inch gun was removed from the right battery to the left. At 5 p. m., William Kelcher, stationed in the left battery, was severely wounded. On the 28th, at 10 a. m., the battery on the left opened fire; the rebels replied with two heavy guns. 29th, firing slowly all day, the enemy

replying with two heavy guns. June 30, July 1, 2, and 3, firing at long intervals. On the 2d I received orders from Captain Alden to return on board to take charge of the ship, the latter going north on a "leave of absence." On the evening of the 2d, turned over the command of the battery on the left to Mr. Swann, and the battery on the right to Mr. Shepard. The two guns transferred to the left were placed in a seventeen-gun battery, three hundred and forty yards from the enemy's works, commanded by an officer of the regular United States artillery; but, at Captain Alden's request, I still maintained a supervision over all the guns manned by seamen, visiting the battery on the left every day.

The battery on the right was on the right of the centre, (General Auger's command.) The officers rendered me every assistance in their power, especially Messrs. Shepard and Swann; the latter displaying the same zeal, energy, and fearlessness which have characterized his conduct in every action on board this vessel. I would also recommend to your favorable notice Acting Master's Mate Edmund L. Bourne, who, although but a short time on board of a man-of-war, rendered most valuable assistance in mounting guns, and afterwawds in directing their fire.

Mr. Swann, with whom he was associated on the left, speaks of his services as invaluable. The men, as a body, with very few exceptions, which were sent on board the ship, behaved in the most creditable manner, working, on two or three occasions, all day and night without a murmur; although some of the work, which we were obliged to do, we expected would be completed before our arrival. One of the gun carriages in the battery on the left was struck on the breast and forward axletree fourteen times by musket balls, showing the accuracy of the enemy's fire.

Mr. Swann reports that subsequent to the 2d of July there was no firing of consequence.

I am, very respectfully, your obedient servant,

EDWARD TERRY,
Lieutenant Commander, United States Navy.

Captain THORNTON A. JENKINS,
Commanding Richmond.

Letters of Brigadier General Arnold, chief of artillery.

OFFICE CHIEF OF ARTILLERY,
Headquarters Department of the Gulf, 19th Army Corps,
Port Hudson, July 10, 1863.

SIR: Upon the return to you for duty of the detachment from the naval force which has assisted in the reduction of Port Hudson, I am requested by Brigadier General Arnold, chief of artillery, to express to you his thanks, and to acknowledge the service rendered by the naval battery commanded by Lieutenant Commander Terry and Ensigns Shepard and Swann. Their duties were discharged with the most distinguished zeal and skill, and they have gained a right to the thanks of the army. The commanding general will be most happy to convey, through you, to those officers these expressions, and the chief of artillery takes pleasure in acknowledging his obligations.

By order of Brigadier General Arnold, chief of artillery.

I have the honor, sir, to be, very respectfully,

S. S. NEWBURY,
Assistant Chief of Artillery.

The OFFICER *Commanding Naval Forces below Port Hudson.*

OFFICE CHIEF OF ARTILLERY,
Headquarters Department of the Gulf, 19th Army Corps,
Port Hudson, July 10, 1863.

SIR: I am directed by the brigadier general, chief of artillery of this army, to express to you his thanks for the eminent services of yourself and command during the siege of Port Hudson.

It was your fortune to occupy, for many days, the most prominent position among the batteries, and the skill and efficiency with which your guns were served merits and receives, through the officers, the thanks of the army.

Nothing more than the naval battery, and none of the guns of that battery more than your own, has contributed to the successful termination.

From the time that you assumed command of the naval forces on shore to this day, your promptitude, zeal, and value has been marked. Your fire has been most effective, and the conduct of your whole command beyond praise.

By order of Brigadier General Arnold, chief of artillery.

I have the honor, sir, to be, very respectfully,

S. S. NEWBURY,
Assistant Chief of Artillery.

Acting Master R. P. SWANN, *U. S. Navy.*

JOINT EXPEDITION TO SABINE PASS.—CAPTURE OF UNITED STATES STEAMERS CLIFTON AND SACHEM.

UNITED STATES STEAM SLOOP PENSACOLA,
New Orleans, September 4, 1863.

SIR: I have the honor to inform the department that Major General Banks having organized a force of 4,000 men, under Major General Franklin, to effect a landing at Sabine Pass for military occupation, and requested the co-operation of the navy, which I most gladly acceded to, I assigned the command of the naval force to Acting Volunteer Lieutenant Frederick Crocker, commanding United States steamer Clifton, accompanied by the steamer Sachem, Acting Volunteer Lieutenant Amos Johnson; United States steamer Arizona, Acting Master Howard Tibbetts; and United States steamer Granite City, Acting Master Lamson.

These being the only available vessels of sufficiently light draught at my disposal for that service, and as they have good pilots, I have no doubt the force is quite sufficient for the object. The defences ashore and afloat are believed to consist of two 32-pounders *en barbette*, and two bay-boats converted into rams.

It was concerted with General Franklin that the squadron of four gunboats, under the command of Acting Volunteer Lieutenant Crocker, shall make the attack alone, assisted by about 180 sharpshooters from the army, divided among his vessels; and, having driven the enemy from his defences and destroyed or driven off the rams, the transports are then to advance and land the troops. I regret exceedingly that the officers and crews who have been on the blockade there cannot participate in the attack in consequence of the excessive draught of water drawn by their vessels.

The New London, drawing 9½ feet, is the lightest draught of all the blockaders, and has made repeated attempts to go in alone, but without success.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAM SLOOP PENSACOLA,
New Orleans, September 11, 1863.

SIR: It is my unpleasant duty to inform the Navy Department that the expedition to Sabine Pass, referred to in my despatch No. 30, has totally failed.

That Acting Volunteer Lieutenant Frederick Crocker, commanding the Clifton, accompanied by the Sachem, Arizona, and Granite City, in all twenty-seven guns, entered Sabine river on the 8th instant, and engaged a fort of six guns; and after a fight of one hour, the Clifton and Sachem surrendered, and the other two boats escaped from the river. All the troops have returned to this river, without effecting a landing. No report of the affair has been received by me.

I received the information from Major General Banks to-day, who had no particulars.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAM SLOOP PENSACOLA,
New Orleans, September 13, 1863.

SIR: My despatch, No. 41, informed you of the repulse of the expedition at Sabine Pass, and the capture of the Clifton, Acting Volunteer Lieutenant Frederick Crocker, and Sachem, Acting Volunteer Lieutenant Amos Johnson, by the rebels, and the safe return of the troops and transports to the river without loss.

Lieutenants Crocker and Johnson are reported to have fought their vessels gallantly, and are unhurt. The rebel steamers took the Clifton and Sachem in tow within twenty minutes after their surrender. The extent of their damage is unknown.

The arrival of the Owasco this morning has given me the only reports from the naval officers concerned, that I have yet received, and I don't know that they are prepared to make them any more complete; they are herewith enclosed.

No. 1 is the report of Lieutenant Commander W. H. Dana; No. 2, report of Acting Master C. W. Lamson; No. 3, report of Acting Master Howard Tibbetts; No. 4, reports of Lieutenant Commander John Madigan

The attack, which was to have been a surprise, and made at early dawn on the 7th, was not made until 3 p. m. on the 8th, after the entire expedition had appeared off Sabine for twenty-eight hours; and a reconnoissance had been made on the morning of the 8th by Generals Franklin and Weitzel, and Lieutenant Commanding Crocker, when they decided on a form of attack different from that recommended by myself. To prepare the way for the expedition I despatched from the head of the passes on the 4th instant Acting Master C. W. Lamson, in the Granite City, with two good pilots for Sabine Pass, and instructions to the senior officer on blockade there, advising him of the approaching expedition, and to allow the pilots to anchor one of his vessels off the bar as a starting point from which to run by at night for crossing the bar, and for the transports to rendezvous by; which appears to have failed, from the absence of the only vessel on blockade there, she having gone to Galveston for coals and oil.

Acting Master Lamson simply reports the Granite City as having arrived there on the evening of the 6th, and then proceeds to give his ideas of the attack.

Lieutenant Crocker and the transports appear to have been greatly disconcerted by not finding the vessels off Sabine, according to the arrangements.

General Franklin states distinctly that, as soon as the Clifton and Sachem surrendered, the Arizona, Acting Master Commanding Howard Tibbetts, and the Granite City, Acting Master Commanding C. W. Lamson, steamed over the bar, where the Arizona grounded and lay most of the night; and that they left him inside, unsupported, with seven transports and 1,200 men, until next morning, his vessel being within easy range from the beach, if the enemy had brought down his field guns; and there were, besides, two steam rams in the river.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Com'dg W. G. B. Squadron, pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander W. H. Dana.

UNITED STATES STEAMER CAYUGA,
Off Sabine Pass, Texas, September 9, 1863.

SIR: I beg leave to report that, on the morning of the 7th instant, General Franklin came off this pass with troops. I offered to render him every assistance in my power. In the evening four gunboats came in, viz: Clifton, Arizona, Sachem, and Granite City. Acting Lieutenant Crocker gave me your order addressed to Captain Madigan. I told Captain Crocker all I knew of the battery and channel, and offered him every assistance.

On the morning of the 8th instant the Clifton went in on a reconnoissance, firing towards the town and where the batteries were supposed to be, receiving no reply from the enemy. About 3 p. m. the transports were over the bar, the Granite City ahead of the transports for the purpose of covering the landing of troops. The Clifton, Arizona, and Sachem engaged a battery of six or seven guns. About 4 p. m. the Sachem, which was on the opposite shore from the battery, was struck in the boiler and completely enveloped in steam. The Clifton, which was on the other side of the middle ground, immediately ran directly under the fort, and for twenty or thirty minutes fired rapidly with grape and shell, receiving a heavy fire from the fort. The Clifton was on shore. The Clifton and Sachem hauled their colors down. The Arizona stood down channel and took her position ahead of the transports and got ashore. Several of the transports were then aground. The Granite City came out to communicate with me, and I gave her captain orders to go in and support the Arizona if he could possibly get in, as there was at this time a confederate steamer coming down the river. I requested General Franklin to send one or two light-draught vessels in to the assistance of the Arizona, thinking she might be captured. The Arizona, with all the transports, got off about midnight. I requested General Franklin, early in the evening, to send a boat to Galveston for naval reinforcements, as the Arizona was at that time aground, and I thought it would take but a short time to repair the boiler of the Sachem. I was unable to ascertain the extent of the Clifton's injuries. At 8 a. m. all the vessels of the expedition, with the exception of the Arizona and Granite City, had left for Southwest Pass. I thought it necessary to detain these vessels until I could hear from Galveston.

Very respectfully, your obedient servant,

W. H. DANA,
Lieutenant Commander.

Commodore H. H. BELL,
Commanding W. G. Squadron, New Orleans, La.

Report of Acting Master C. W. Lamson.

UNITED STATES STEAMER GRANITE CITY,
Off Sabine Pass, September 10, 1863.

SIR: I have the honor to make the following report:

On receipt of your order of September 4 I immediately proceeded to this place, arriving on the evening of the 6th. The gunboats and transports arrived on the 7th. At 8 a. m. on the 8th, the Clifton, Sachem, Arizona, and Granite City crossed the bar, followed by the army transports. The Clifton passed up the channel and opened on the enemy's batteries at long range, but without return. At 3.30 p. m. the gunboats weighed and proceeded up, according to previous arrangement, the Clifton heading up the port channel and engaging the battery; the Sachem and Arizona engaging from the opposite side of the pass with their rifled guns. The Granite City was ordered to take position astern of the Clifton, near the point of land where the troops contemplated landing, to cover them. Soon after the engagement commenced a rifled shot penetrated the Sachem's boilers, thus disabling her. A few minutes later the Clifton received a shot exploding her boilers, and at the same time she grounded upon the reef, but still kept up her fire. In a short time the Clifton, being apparently disabled, hauled down her colors, the Sachem following her example. Such being the situation, the Arizona aground, with a reef between her and this vessel, thus rendering assistance impossible, the enemy's three cotton-clads nearing, the transports commenced steaming down the pass, I deemed it prudent to withdraw; but being unacquainted with the channel, and the tide being ebb, grounded several times, but finally succeeded in crossing the bar. All the transports got out safely, and the Arizona also, upon the flood tide. Three of this ship's boats were lost that were loaned to the army transports. I was unaware at the time that I was the senior officer; but if anything in the affair does not seem clear, I would respectfully suggest that an investigation be instituted.

I remain, your obedient servant,

C. W. LAMSON,
Com'dg U. S. Steamer Granite City, Senior Officer present.

Commodore H. H. BELL,
Com'dg W. G. Squadron, U. S. Steamer Pensacola, New Orleans.

Report of Acting Master H. Tibbetts.

UNITED STATES STEAMER ARIZONA,
Sabine Bar, September 10, 1863.

SIR: In obedience to your orders of the 4th, this steamer left the Southwest Pass at 11 a. m. of the 5th, convoying the St. Charles, Belvidere, General Banks, Lomdais, of General Weitzel's division, arriving at Atchafalaya bay at 5.30 a. m. of the 6th, where we met the Clifton and Sachem, the Clifton leading, the Arizona following with the Sachem in tow, the transports following in close order. We stood to the westward until 2 a. m., 7th, when, turning, stood to the northeast until 6 a. m., and anchored in five fathoms, latitude 29° 25′, longitude 93° 23′. The day was spent in chasing and collecting the different divisions of transports under Generals Emery and Franklin. At 2 p. m. the

Arizona was ordered to proceed to Sabine, where she arrived at 9.30 p. m.; the Clifton and transports arriving during the night. At 9 a. m., 8th, the Clifton stood in the bay and opened fire on the fort, to which no reply was made. At 9 a. m. the Sachem, Arizona, and Granite City, followed by the transports, stood over the bar, and with much difficulty (owing to the shallowness of the water) reached an achorage two miles from the fort at 11 a. m., the gunboats covering the transports. At 3.30 p. m. the Sachem, followed by the Arizona, advanced up the eastern channel to draw the fire of the forts, while the Clifton advanced up the western channel; the Granite City to cover the landing of a division of troops under General Weitzel. No reply to the fire of the gunboats being made until we were abreast of the forts, when they opened with eight guns, three of which were rifled. Almost at the same moment the Clifton and Sachem were struck in their boilers, enveloping the vessels in steam. There not being room to pass the Sachem, this vessel was backed down the channel, and a boat sent to the Sachem, which returned with Engineer Monroe and Fireman Lynn badly scalded, (since dead.) The Arizona had now grounded by the stern. The ebb had caught her bows and swung her across the channel. She was with much difficulty extricated from this position, owing to the engine becoming heated by the collection of mud in the boilers. It was with difficulty and danger that it was moved. The flags of the Clifton and Sachem were now down and white flags flying at the fore. As all the transports were now moving out of the bay, this vessel remained, covering their movements until she grounded, and remained until midnight, when she was kedged off, as no assistance could be had from any of the tugs of the expedition. There are now on board this vessel William Low, landsman; Peter Benson, seaman; G. W. Maker, carpenter's mate; John Howels, ship's cook; Samuel Smith, landsman; George Hurton, landsman, of the crew of the Sachem.

There was expended 23 30-pound Parrott shell and charges, and 15 32-pound shell and charges, and 38 primers. This vessel was not struck during the engagement.

Very respectfully, your obedient servant,

H. TIBBETTS,
Acting Master, Commanding U. S. Steamer Arizona.

Commodore H. H. BELL,
Com'dg W. G. B. Squadron, U. S. Steamer Pensacola, New Orleans.

Reports of Lieutenant Commander Dana relative to the killed and wounded.

UNITED STATES STEAM SLOOP PENSACOLA,
Off New Orleans, La., September 26, 1863.

SIR: * * * Please receive, enclosed, copies of reports from Lieutenant Commander Dana in reference to the killed and wounded on board of the United States steamers Clifton and Sachem, obtained by flag of truce from confederate authorities at Sabine. * * * * *

I have the honor to be, sir, very respectfully, &c.,

H. H. BELL,
Commodore, Com'dg W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER CAYUGA,
Off Sabine Pass, Texas, September 13, 1863.

SIR: On the morning of the 11th instant I sent in a flag-of-truce boat and ascertained that neither the captain of the Clifton nor Sachem was killed. None of the Clifton's officers were killed. Twenty-three were killed and some wounded, mostly belonging to the Sachem. The confederate officers said the prisoners were hurried off to Houston, and consequently they were unable to give me the names of the killed and wounded, but would do so on Sunday if I would send in a boat.

Captain Lamson, of the Granite City, brought from Calcasieu fourteen refugees. I have questioned several of them, and can hear of no further injury to the Clifton than the cutting of her steam-pipe. The refugees tell me that the confederate Captain Fuller was sent for, and has taken command of the confederate gunboats and cotton-clads. Also that the 9-inch guns of the Harriet Lane have been placed on the cotton-clads.

P. M. My flag-of-truce boat has just returned. The confederates say they have buried twenty-eight of our people, and they have a number wounded.

Very respectfully, your obedient servant,

W. H. DANA,
Lieutenant Commander, Com'dg U. S. Steamer Cayuga.

Captain JOHN P GILLIS, U. S. N.,
Commanding U. S. Forces off Coast of Texas.

UNITED STATES STEAMER CAYUGA,
Off Sabine Pass, Texas, September 17, 1863.

SIR: I have been unable to gain much additional information concerning affairs on shore here. The accounts of refugees and pilots vary, and give nothing satisfactory. It is thought by one that this Captain Fuller is here, and by others that he is not. An Englishman named Odlane, thought to be an excellent artillerist, had command of the battery before re-enforcements arrived. A man named Paine, taken at Galveston and sent to New Orleans, supposed to be a spy, had command of the cotton vessels just before the attack.

In the last flag-of-truce boat a rebel officer named Levi Smith, C. S. N., the person who commanded the captors of the Harriet Lane, came off to give his card; a Major Magruder and a captain were also in the boat. These officers we have not before seen. The officer who came off in the first boat has frequently been out, and was here during the engagement. I place more confidence in his account of the killed and wounded. I might add that it was reported by the officers in the last boat that the chief engineer of both vessels were killed, and that the executive officer of the Clifton was wounded and died in Beaumont, and that a master's-mate of the Clifton was killed.

* * * * * * * * *

Very respectfully, your obedient servant,

W. H. DANA,
Lieutenant Commander, Com'dg U. S. Steamer Cayuga.

Captain JOHN P. GILLIS,
Com'dg U. S. Forces off Coast of Texas.

MISSISSIPPI FLOTILLA.

OUTRAGES COMMITTED BY GUERILLAS.—MEASURES OF RETALIATION ADOPTED AND EXECUTED.

CAIRO, *October* 27, 1862.

SIR: When I took command here the guerillas were very troublesome, and were firing on unarmed vessels from the river banks, and at places not occupied by United States troops, when the steamers stopped and allowed themselves (I think) to be robbed.

The war would never end in this way, for I am convinced that large quantities of goods were intentionally landed for the use of the rebels, and shipped from St. Louis. In consequence, I issued stringent orders, placing all points under blockade not occupied by United States troops or covered by a gunboat, and have ordered our vessels to capture all steamers landing at places not authorized by the collectors or surveyors of ports.

I have also instituted retaliating measures, which, I think, will stop guerilla warfare. Agreeably to these orders, Lieutenant Commander Fitch, with four light-draught gunboats, landed at Caseyville, on the Ohio river, under cover of night, and captured thirty-three rebel sympathizers and guerillas who were supposed to be engaged in the robbery of the Hazel Dell. I ordered him to assess their property to ten times the amount plundered from the Hazel Dell, which he is now doing. The prisoners are in close confinement.

On the 25th of this month Captain Winslow, of the Baron De Kalb, landed twenty-five men, under charge of Carpenter Medell, who gave chase to a guerilla party that had been committing depredations in the town of Coperfield. The party from the Baron De Kalb pressed horses into service, and, after a running fight of nine miles, succeeded in capturing all the guerilla party, consisting of one Captain Russell, Lieutenant Brown, and eight men, all of whom I ordered *not* to be treated as prisoners of war.

I regret to say that, on the return of the party to the tug Spiteful, Mr. Joseph Chaplain, the engineer, received a mortal wound by the accidental discharge of a gun, and the mate, Mr. A. Palmer, a severe one—the ball passing through the abdomen of Mr. Chaplain and through the hand of Mr. Palmer.

In consequence of outrages committed on the steamer Gladiator, in which some passengers were killed, Lieutenant Commander Richard W. Meade, jr., of the Louisville, in company with a detachment of three hundred soldiers of the 11th Indiana, Lieutenant Colonel Barton started in pursuit, but the rebels had, as usual, fled. Lieutenant Commander Meade reports: "Discovering that the guerillas had been at the landing last night, a force was landed from this vessel; the inhabitants of the place were given half an hour to remove necessary articles from the houses, when buildings and fields were laid in ashes."

Hamblin's, two miles below, was served in the same way, the guerillas having quartered there three nights since. This is the only way of putting a stop to guerilla warfare, and the method is stringent; officers are instructed to put it down at all hazards. If we ever do succeed in getting a naval brigade the guerillas will have no rest.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

LOSS OF THE GUNBOAT CAIRO.

UNITED STATES MISSISSIPPI SQUADRON,
United States Steamer Black Hawk, December 17, 1862.

SIR: I regret to inform you that the Cairo (iron-clad) has been blown up by a torpedo in the Yazoo river—nobody hurt. The vessel went down in twelve minutes. I gave Captain Walke orders to hold Yazoo river at all hazards, and it was while the vessels were employed in taking up the torpedoes (of which great numbers have been planted there) that the Cairo incautiously proceeded too far ahead, another steamer being in advance of her, when the torpedo exploded under her, knocking out her bottom. It was all done in the line of duty, and will not prevent me from carrying out my original intentions. We may lose three or four vessels, but will succeed in carrying out the plan for the capture of Vicksburg. The wires of the torpedoes are being cut, and the torpedoes removed, and we are now in command of the landings for the disembarkation of the army destined to march into the city.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walke, commanding the Carondelet.

UNITED STATES GUNBOAT CARONDELET,
Mouth of the Yazoo River, December 13, 1862.

SIR: On the 11th instant I despatched the Marmora and Signal up the Yazoo river on a reconnoissance, and they returned in the afternoon, having ascended about twenty miles, where they were apprised of the presence of a number of torpedoes by the unaccountable number of small scows and stationary floats of various kinds along the channel of the river, and the explosion of one of them near the Signal. They immediately returned down the river, the Marmora exploding another by firing their muskets at the head of it, which was visible above the water.

Captains Getty, of the Marmora, and Scott, of the Signal, informed me that they could destroy all of these torpedoes with perfect safety if I would have them protected by one or two gunboats, as there was water enough to admit them, and the river is rising. I resolved, therefore, after consulting with Lieutenants Commanding Walker, Selfridge, and Hoel, of the Baron De Kalb, Cairo, and Pittsburg, to send Lieutenant Commanding Selfridge, at his own request, (the Cairo being the fastest and lightest draught gunboat,) with the Pittsburg, Lieutenant Commanding Hoel, and with the ram Queen of the West, whose commander desired to accompany the expedition, to protect the Marmora and Signal while clearing the river of torpedoes.

I cautioned the commanding officers of all the boats of the expedition (being present,) and Captain Selfridge in particular, to be very careful not to run their vessels in among the torpedoes, but to avoid the channel where they were set, to scour the shore with small boats, and haul the torpedoes on shore and destroy them before proceeding further up the river; that this duty would be performed by the Marmora and Signal, and the ram would follow astern of them, and the gunboats should be kept in the rear of all, so that they could shell the banks of the river above them if necessary. These instructions I repeated positively

and also that if there was any apparent danger in the execution of them to relinquish the project and return, until better means could be obtained to scour the shore and drag out the torpedoes.

At half past seven o'clock yesterday morning the expedition proceeded up the Yazoo, according to my orders, and returned, minus the Cairo, about five o'clock in the afternoon of the same day. Lieutenant Commanding Selfridge came on board and reported the loss of the Cairo, by the explosion of a torpedo under his port bow, while urging the Marmora (having passed the other boats) through the midst of them, he being under the impression that they were harmless, or that there was no danger to be apprehended from them. After the explosion, which blew a very large hole up through the forecastle near the port bow gun, the Cairo was run on shore, and sunk in about ten minutes out of sight, except her light spars and smoke-stacks. After the accident to the Cairo ten torpedoes were destroyed by the expedition.

I have ordered the Marmora to proceed to Cairo with the officers and crew of the gunboat Cairo, and I have ordered Lieutenant Commanding Selfridge to report to you in person. Fortunately there were but a few persons injured on board the Cairo, and none of them very seriously.

I herewith enclose the reports of the several commanders of vessels on that sad occasion, which would have been avoided if my instructions had been followed.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, United States Navy.

Acting Rear-Admiral D. D. PORTER,
Com'dg Mississippi Squadron, Cairo, Ill.

Report of Lieutenant Commander Thomas O. Selfridge.

UNITED STATES GUNBOAT SIGNAL,
Off Yazoo River, December 13, 1862.

SIR: It becomes my painful duty to announce to you the total loss of the gunboat Cairo, while under my command, from the explosion of two torpedoes under or near her, placed in the Yazoo river, some sixteen miles from its mouth.

I left our anchorage at about 8 o'clock a. m., December 12, in company with the gunboats Pittsburg, Marmora, Signal, and ram Queen of the West, under orders from Captain Walke to proceed carefully up the Yazoo to where torpedoes had been discovered the day before, and to effect the destruction of as many as possible. It was understood that the light gunboats were to go ahead, followed by myself and the Pittsburg, to protect them by shelling the woods on the river bank.

Arriving near the spot indicated, when the leading gunboat, the Marmora, was partially hidden by a bend in the river, a heavy fire of musketry opened; the steamer commenced backing at the same time, leading me to suppose she was attacked from the shore. I hastened up to her support, when I found the firing was from the Marmora at an object, a block of wood floating in the water.

I ordered her to cease firing and to lower a boat to examine. They either did not hear my order or were loth to obey it, and showing no signs of executing it, I lowered one of my own boats. They fished it up and found it to be a portion of a torpedo which had exploded the day before.

In the meanwhile, the head of the Cairo having got in towards the shore, I backed out to straighten up steam, and ordered the Marmora to go ahead slow. I had made but half a dozen revolutions of the wheel, and gone ahead perhaps half a length, the Marmora, a little ahead, leading, when two sudden explosions

in quick succession occurred, one close to my port quarter, the other apparently under my port bow; the latter so severe as to raise the guns under it some distance from the deck. She commenced to fill so rapidly that in two or three minutes the water was over her forecastle. I shoved her immediately for the bank, but a few yards distant, got out a hawser to a tree, hoping to keep her from sliding off into deep water. The pumps, steam and hand, were immediately manned, and everything done that could be. Her whole frame was so completely shattered that I found immediately that nothing more could be effected than to move the sick and the arms. I ordered the Queen of the West alongside, and passed what articles I could get at into her, with a portion of the crew, the remainder taking to our boats. The Cairo sunk in about twelve minutes after the explosion, going totally out of sight, except the top of the chimneys, in six fathoms of water. I am happy to say that though some half a dozen men were injured no lives were lost.

I cannot speak too highly of the officer's and men's behavior; there saw perfect discipline and order to the last. The crew remained at the quarters until ordered away, and did what little could be done under the circumstances.

The most of the bags and hammocks were saved, as was everything that floated from the wreck. In the meanwhile I directed Captain Hoel, of the Pittsburg, to send boats up the shore, under cover of his guns, to destroy and discover the mode of firing these torpedoes. Several of them were destroyed, but I leave the particulars to his report.

Having accomplished all that was in our power, and destroyed what vestige of the unfortunate Cairo that remained above water, it was with deep regret and melancholy that I felt obliged to return down the river.

I have nothing to add in justification of myself that does not appear in this report.

Though I found we were in the vicinity of torpedoes, there were no signs to show at the time that any were in my immediate neighborhood, the Marmora having passed ahead of me.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

Captain HENRY WALKE, U. S. N.,
Commanding Naval Forces off Yazoo River.

Acting Rear-Admiral Porter's detailed report of the loss of the Cairo.

No. 251.] UNITED STATES MISSISSIPPI SQUADRON,
December 17, 1862.

SIR: When I sent you my despatch notifying you of the loss of the Cairo I had not examined carefully all the accompanying reports, being pressed for time, and I left it to the department to judge where the blame laid. My own opinion is that due caution was not observed, and that the vessels went ahead too fast. These torpedoes have proved so harmless heretofore (not one exploding out of the many hundreds that have been planted by the rebels) that officers have not felt that respect for them to which they are entitled. The torpedo which blew up the Cairo was evidently fired by a galvanic battery, as in some of them, which were afterwards taken up, the officers followed the wires over four hundred yards from the river bank, and would have followed them up but for fear of surprises. Lieutenant Commander Selfridge was proceeding with proper caution *before* the accident, and the Marmora was proceeding ahead of him some distance, while the boats were cutting the wires and dragging the

torpedoes to the bank. Several had been safely disposed of when the Signal commenced firing musketry; and as the river bank was full of sharpshooters, Lieutenant Commander Selfridge went to assist her, supposing she was attacked. It appears she was firing at floating torpedoes. Not obeying the signal made to her to return, Lieutenant Commander Selfridge went up to hail her, and in doing so lost his vessel. The boats were doing their work very effectually, and had the orders of Captain Walke been carried out no accident could have occurred. The torpedoes were known to be there in numbers, and every precaution should have been observed. Lieutenant Commander Selfridge, however, did not go ahead with his vessel until his pilot assured him that everything was clear. In my orders to Captain Walke I directed him as follows: "Send on the Signal and Marmora, with some good marksmen, besides their crews; let them hold on to all they can until you can get your large vessels in. We must make a landing for the army at all hazards, and prevent the rebels from raising batteries," &c., &c. The first part of the order was executed, and the Signal and Marmora proceeded thirty miles up the river until stopped by the batteries. They were attacked by guerillas, whom they easily drove off, but they returned again to Captain Walke, and enabled the rebels to plant the torpedoes between that time and the return of the second expedition, when the Cairo was lost. What was the cause of the return of the light-draught vessels in the face of my order I have yet to learn. I do not see anything to reprehend in the course of Lieutenant Commander Selfridge, except being rather incautious. His vessel was a great loss to us; she was in splendid order, and had just been made shot-proof with railroad iron where she was before vulnerable. He is too good an officer to lose his services just now, and I have put him in command of the Conestoga, which was vacant, trusting that he may be more fortunate hereafter, this being the second time during the war his vessel has gone down under him. The conduct of the officers and crew was admirable; everything was conducted with perfect coolness, and not a man was lost, although so short a time elapsed between the explosion of the torpedo and the sinking of the vessel that nothing was saved except a few hammocks and bags, belonging to the men, which floated off. In a few minutes after the Cairo sunk nothing could be seen but the top of her pipes, which the ram Lioness hauled out and sunk to prevent the rebels from finding the spot. This affair will give me some extra trouble, but I hope to succeed, nevertheless, though this leaves me only six vessels which can go under a battery.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Acting Rear-Admiral Porter's instructions to Captain Walke.

UNITED STATES MISSISSIPPI SQUADRON,
November 21, 1862.

SIR: On receipt of this communication you will take with you all the ironclads, except the Benton and the General Bragg, and proceed down as near the mouth of the Yazoo as you can get, and, if possible, enter it. The object is to prevent the erection of batteries at the mouth of the Yazoo river, or as far as our guns will reach, and in case you see anything of the kind, your duty will be to destroy the batteries if you can; if the rebels have not covered them in, there will be no difficulty in driving them away and destroying the guns. The best time do that kind of business is about daylight in the morning.

In case you cannot get into the Yazoo with the large vessels, you will send in the Signal and Marmora, with some good marksmen on board, besides their crews. Let them hold on to all they can until you are enabled to get large vessels up. We must make a landing for the army; at all events, we must prevent the rebels from raising forts right under our noses. You are directed to take with you (besides the iron-clads that can get to Helena) the Lexington and Tyler, which you will pick up as you go along; or, if they come to Helena, I will see that they are with you in time.

I have no means of ascertaining the height of water in the Yazoo, and think the only way to find out is to go, or send and see.

I shall feel better satisfied when I know we cannot get in, for then I shall know that the rebels cannot get out. In the matter of attacking batteries you must exercise some judgment, and no doubt by a little consultation with those connected with you on this expedition you will arrive at a just conclusion.

The object is to prevent the enemy from blocking up the approach to the river with batteries. General McClernand will move now in about two weeks, and we must have the places clear for him to land his troops; the object is to get possession of as much of the Yazoo as we can, and hold it until he comes.

I will be pushing down small and light-draught boats as fast as I get them finished and armed, and I hope to have about ten ready in the course of ten days.

Fill your vessels up with coal; carry very low steam going down, to save your fuel, and, if necessary, detain the B. to tow down a couple of barges to enable you to keep up your steam.

The B. will also act as a despatch boat if necessary to send me any communications.

If you find that you can enter the Yazoo, push on and go as far as you can; keep the communication open behind you. There are a number of fine large river boats up the Yazoo; try and secure them. Everything you fall in with will be a prize, and remember that there are no Union men who can lay claim to anything in that region.

In case you are successful, I beg leave to suggest that there is but one way of making war—and that is, by using the most stringent means, even to military executions, in order to preserve subordination among conquered people. Allow no parties to land near Vicksburg except on duty assigned by yourself. No intercourse of any kind to be kept up with the rebels; if any retreat to your vessels for protection, see that they do not go on shore again; at the same time get out of them all the information you can. Pick up all the good contrabands you can get, and something may be learnt from the most intelligent of them. After you have gained any information of any consequence, despatch it to me.

I am well informed that an active trade is carried on between the Yazoo and the Red rivers; the sooner we stop it the better.

Captain Selfridge will join you from Memphis. The Cincinnati, Lieutenant Bache, has left here on her way down; the Pittsburg has been ordered to join you; the Baron De Kalb will be off on Monday, and with the Lexington, Tyler, Signal, and Marmora, you will likely do something. Keep me advised if anything should occur to render my presence necessary. And now, trusting to your good judgment, hoping that no opportunity to annoy the enemy may escape you,

I remain, very respectfully, &c.,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Capt. H. WALKE,
Com'dg Carondelet, Helena.

P. S.—I will have a couple of Ellet's rams to report to you when you will be ready for anything.

ENGAGEMENT WITH THE YAZOO BATTERIES.—CO-OPERATION WITH GENERAL SHERMAN AGAINST VICKSBURG.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, December 27, 1862.

SIR: This morning we commenced early the work of removing the torpedoes. The boats worked under a brisk fire from the concealed riflemen in pits, but the enemy gradually receded before our vessels, and by 3 o'clock in the evening we had worked up to within half or three-quarters of a mile of the batteries, the strength of which it was desirable to feel. The army in the mean time advanced towards the heights. My object was to draw off a large portion of the troops from Vicksburg, to prevent our ascent of the Yazoo, by which we could throw troops on the Milldale road. At half past two the forts commenced firing briskly at our boats with eight heavy guns, without driving them in. The way being apparently clear of torpedoes, the channel having been thoroughly dragged with all sorts of contrivances, Lieutenant Commander Gwin, at 3 o'clock, advanced to the furthest point where the boats had finished their work, (which was about twelve hundred yards from the forts,) and opened his batteries. The other vessels were also ordered up, all of which were lying close behind. The river was, however, too narrow at that point to get even two vessels abreast, and the Benton bore the brunt of the fight. It lasted two hours, during which time the Benton was much cut up, but nothing happened to impair her efficiency; her armor was shot-proof when it was struck, except on deck, but still I regret to say there were some serious casualties. Lieutenant Commander Gwin was most seriously wounded by a rifle-shot striking him on the right breast, and carrying away the muscle of the right arm. He refused to enter the shot-proof pilot-house, saying that a captain's place was on the quarter deck. While there is life there is hope, and I trust the life of this gallant officer may be spared to us; the country can ill afford to lose his services. Mr. Lord, the executive officer of the vessel, was wounded severely in the foot, but fought the vessel gallantly after the captain had been carried below, and retired when the batteries were all unmasked, and when the object was accomplished for which the vessels went up. I had three of the iron-clads, and the Lexington, the Marmora, and the ram Queen of the West lying as a reserve, but none of them were struck, though in action, except the Cincinnati, Lieutenant Bache, by which no material damage occurred to the vessel.

The army advanced at the same time we were attacking the forts, making the enemy believe we were going to force the river forts. This induced them to draw off a large part of their forces from Vicksburg, and their cavalry were kept employed driving the men back to their guns.

I send you a sketch of the present position of affairs. The fighting is going on now, but with what success I know not. Our troops, though, are gaining at every step, and I am in hopes that by morning General Sherman will cut the communication between Vicksburg and Milldale, which should, by rights, end the affair.

The railroads have all been cut leading into Texas, and there will be no hope of supplies, even if Vicksburg can hold out for a short time.

The enemy cannot approach the left wing of our army until they reach the heights without coming in range of our gunboats. At that point the army will have all the fighting to do themselves.

The following is a list of the killed and wounded: Lieutenant Commander William Gwin, severely wounded on the right breast, lacerating the pectoral muscles extensively, also tearing away a portion of the muscles of the right forearm; George P. Lord, executive officer, severe contusion of the foot; Elias

Reese, executive officer of the Marmora, slightly wounded; N. B. Willets, gunner, severely wounded; Robert Rhoyal, master-at-arms, killed; Thomas Smith, seaman, mortally wounded; Alexander W. Lynch, seaman, severe contusion of the head; Alexander Campbell, seaman, severely wounded; Stephen Moss, slightly wounded; George Collender, boy, slightly wounded.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Detailed report of the attack on the Yazoo batteries.

UNITED STATES MISSISSIPPI SQUADRON,

Yazoo River, December 31, 1862.

SIR: I have already written you a hurried report of the attack on the Yazoo batteries by the Benton, and have the honor to relate occurrences up to this date.

On the 27th instant Lieutenant Commander Walker, of the Baron De Kalb, had cleared the river Yazoo of torpedoes to the place nearly where the Cairo was sunk, and had obtained possession of two landings. The enemy, to the number of two thousand, were contesting every inch of ground from rifle-pits and from behind levees, where, from high overhanging banks, they could fire on our vessels almost with impunity. The light-draught iron-clads Signal, Juliet, and Romeo were very serviceable in performing this duty, being perfectly bullet-proof all over, except in their upper cabins, which were pretty badly cut up.

I did not deem the landings already secured sufficiently good, and on the 23d instant Lieutenant Commander Gwin, according to order, proceeded up the river in the Benton, accompanied by the Tyler, Lieutenant Commander Pritchett; Lexington, Lieutenant Commander Shirk; ram Queen of the West, Captain E. W. Sutherland; ram Lioness, Master T. O. Reilly; Signal, Acting Master Scott; Romeo, Acting Ensign Smith; Juliet, Acting Volunteer Lieutenant Shaw. The 24th, 25th, and 26th were occupied in getting up the torpedoes, of which there were a great many; but, as the water had risen in the river, our vessels were enabled to keep off the sharpshooters, and the boats, being well covered, drove them back when they came in small numbers. Thus the work continued until the boats turned the bend in the river, where a series of forts, dotted all around the hills, and a heavy raft, covered with railroad iron, seemed to forbid all further progress. I directed the work to go on in the boats as near to the forts as possible, and they proceeded until the forts opened on them, at a distance of twelve hundred yards. Though much annoyed by the fire, on the 27th the boats continued their work, and the Benton closed up to cover them. It was blowing very hard at the time, and, the current being checked by the wind, the Benton, at all times an unmanageable ship, had a tendency to turn head or broadside to wind; in consequence of which she had to be tied to the bank. Then the enemy opened fire on her, almost every shot hitting her somewhere. Seven or eight heavy guns were firing from the different forts—50-pound rifles and 64-pounders solid. After she made fast to the bank she was hit thirty times. Whenever the shots hit the pilot-house or the defence on her sides they did but little harm, in some places scarcely leaving a mark; but whenever they struck her deck they went through everything, killing and wounding ten persons; among the latter Lieutenant Commander Gwin. The wind blew so hard that the other iron-clads were unmanageable, and, though

they brought their batteries to bear (as did the Lexington and Tyler) as well as the very narrow stream would permit, they could not fire very effectually. Two of the guns in the forts were silenced, and, the boats being unable to work any longer, the vessels dropped back, around the point, out of fire. The object of the firing was only to cover the boats, as the forts can only be taken by a landing party, and a very strong one at that.

The Benton was not rendered inefficient in the least, though two of her guns were damaged so that they are no longer serviceable, having been hit with shot.

On the 28th General Sherman had advanced his forces within skirmishing distance of the enemy, and I sent up a strong force to make a feint on the forts, and to fire across on the Milldale road, to prevent re-enforcements from being sent that way from the Yazoo forts to Vicksburg. Owing to late heavy rains General Sherman found the ground almost impassable, and was headed off at every step by innumerable bayous. On the 29th the assault was to commence on the hills behind Vicksburg, provided the army could find an opening through the abattis, which was piled up before them in all directions, and thousands of sharpshooters, in rifle-pits, picking off the officers at every step. I brought up the only two mortars I had been able to get down here, and placed them in position (backed by the gunboats) to shell the woods on the right and left of our army, to prevent the enemy from doubling on either wing, also placing a portion of them at different points to protect the transports.

The battle commenced early in the day on the 29th, and our troops, with great heroism, went to the assault. One division succeeded in getting into the batteries on the hill, and drove the enemy out; but one of the two divisions that were to assault being behind time, the assault was unsuccessful; the men had to retire again, and lay on their arms that night in a cold, heavy rain, that must have decimated the army.

My opinion is that the present rain, which is heavy, will render any attempts of our army to enter Vicksburg in that way useless. They could scarcely move the artillery at first; it will be doubly troublesome now. In the mean time the rebels are receiving re-enforcements by every train, and are almost if not quite as numerous as our troops. Our army will have to intrench themselves until the ground will enable them to move. We have a good position, and the gunboats cover the army in a semicircle of eight miles.

Since I came below, the commanders of the different posts have all urgently demanded gunboats, many of them holding positions where they could drive off three or four times their number. At Island No. 10 I have been notified that the commander had been ordered to abandon that post and spike his guns. I have ordered the Pittsburg up there to hold it and to break up the guns, as they are old ones and fit for nothing; still the rebels might get them in some of these stampedes. The commanding officer at Columbus hears that forty thousand men are advancing on him, and wants a gunboat. I sent him the New Era, and ordered Commander Pennock to fit 32-pounders on the old mortar rafts, and plant them in front of Columbus and Hickman. General Curtis calls for a large force of gunboats, to meet General Gorman on the 5th of January, 1863. General Curtis has ordered movements from the east up the Arkansas on Little Rock. General Gorman wants two gunboats at Helena. He says he is utterly powerless with five thousand infantry and two thousand cavalry. I suppose I must raise them. The General Bragg is stationed at Memphis, to protect that place and repair her machinery. I have sent the Conestoga to the mouth of Arkansas river, to protect the troops about to be stationed there, and to prevent any intercourse up or down the Arkansas. As the light-draughts are finished they will be stationed at different points on the river.

What our future operations will be here I cannot yet tell. We expected that General Grant would have been in the rear of Vicksburg by this time, and that General Banks would have been at Port Hudson, both of which movements

were, I believe, part of the plan of operations. We hear nothing of either of these generals.

The rebels are going to throw a powerful force into Vicksburg, to hold it at all hazards, and the heavy rains at this time will cause a change in the military operations. General Sherman is quite equal to the emergency, and nothing daunted by his want of success. Part of the programme of the rebels is to threaten our river ports, to make us draw off our troops from here, but with the position held by the commanders of these ports they can defy any force brought against them if they do their duty, and keep despatch boats ready to notify the gunboats that will soon be stationed on the river. If there is a delay it will enable us to get down our iron-clads from above, of which I see no prospect at present.

Five light-draught steamers, under Lieutenant Commander Fitch, are up the Tennessee river, and will be able to operate there now that the water is rising. We will soon have two others on the Ohio.

Everything in the squadron in the shape of a steamer has a gun of some kind mounted on her, and our vessels pass up and down without molestation.

The vessels now here are the Black Hawk, Benton, Baron De Kalb, Carondelet, Louisville, Cincinnati, Mound City, Lexington, Tyler, Signal, Romeo, Juliet, Forest Rose, Rattler, Marmora, Rams Monarch, Queen of the West, Switzerland, Lioness, storeship Sovereign, ordnance vessels Judge Torrence and Great Western, floating smithery Sampson, tug-boat Champion, and six small tugs and two mortars, water logged.

The health of the squadron is improving. The hospital ship is on her way down here.

I have the honor to be, very respectfully, your most obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter relative to assault by General Sherman.

UNITED STATES MISSISSIPPI SQUADRON,
White River, January, 18, 1863.

SIR: The army will move to-morrow on Vicksburg, with re-enforcements furnished by General Grant, who I believe will accompany the expedition as commander-in-chief. Had the combinations been carried out in our last expedition, General Grant advancing by Grenada, General Banks up river, and General Sherman down the river, the whole matter would have assumed a different aspect, but General Sherman was the only one on the ground. The army of General Grant had been cut off from its supplies. General Banks never came up the river, and General Sherman having attempted to take the enemy by surprise, lost about 700 wounded, 300 killed, and about 400 prisoners. All this was owing to Colonel De Courcy (who has since resigned) not following General Blair, who had no difficulty in getting into the works of the enemy. Had our troops been able to hold these works for three minutes, Vicksburg would have been ours; but that chance was lost, and will not offer again. The enemy crowded in 20,000 men from Grenada, and 10,000 from Jackson, and outnumbered us two to one. The rain forced General Sherman to embark, and we did so without the enemy being aware of it, until everything was on board. Not a thing of consequence was left behind. When the enemy did discover it, they sent down three regiments with field-pieces to at-

tack the line of transports which was covered at every point by the gunboats and light-draughts. The Lexington, Marmora, Queen of the West, and Monarch opened on the enemy with shrapnell, and cut them up very severely, causing them to fly in all directions, and not losing a man on our side. This is a short history of this affair. The operations to come will be of a different character. It will be a tedious siege, the first step, in my opinion, towards a successful attack on Vicksburg, which has been made very strong by land and water. I have always thought the late attempt was premature, but sometimes these dashes succeed, and certain it is that but for the want of nerve in the leader of a brigade the army would have succeeded.

The operations of the navy in the Yazoo are worthy to be ranked amongst the brightest events of the war. The officers in charge of getting up the torpedoes and clearing eight miles of the river distinguished themselves by their patient endurance and cool courage under a galling fire of musketry from well-protected and unseen riflemen, and the crews of the boats exhibited a courage and coolness seldom equalled. The navy will scarcely ever get credit for these events. They are not brilliant enough to satisfy our impatient people at the north, who know little of the difficulties attending an expedition like the one mentioned, or how much officers and men are exposing themselves, while they wonder why we do not demolish mountains of granite.

The department may rest assured that the navy here is never idle. The army depends on us to take entire charge of them on the water, and it employs every vessel I have. I have none too many. The light-draught vessels have only half crews. I am making up deficiencies with contrabands as fast as I can.

We expect to disembark the troops opposite Vicksburg in four or five days. In the mean time I want to gather up the fleet which are operating at different points with the army. My opinion is that Vicksburg is the main point; when that falls all subordinate posts will fall with it. Arkansas is or will be quiet for the present, and all smaller expeditions should be attached to the large one at Vicksburg. This will enable me to employ the gunboats to better advantage, which I cannot do now. The commander of every post requires a gunboat, but I do not encourage them always in their expectations, as it makes them very careless about defending themselves.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

POSITION OF AFFAIRS AT VICKSBURG.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, January 3, 1863.

SIR: The army has changed its position, which it was obliged to do owing to the heavy rains. The men have been without shelter for five days, the rain at times coming down in torrents. It was impossible for any army to work under the circumstances. They failed in the first assault only because the supporting division did not come up to its work, and the reserve fired (it is said) into our own men. Could the first division have held the batteries (which they took) for three minutes longer, our army could have commanded the hills back of Vicksburg. So desperate were the rebels that they fired grape and canister into and through their own retreating men, and mowed them down by the dozens.

The point of attack, at one time practicable, was no longer so after the assault of our army. It was rendered impassable by abattis and stockades. It was then determined by General Sherman and myself to attempt the forts on the Yazoo, at Drungel's bluff, by a night attack. Ten thousand men were to have been thrown right at the foot of the cliffs, risking the loss of the transports, while all the iron-clads were to open fire on the batteries and try and silence them temporarily. The ram Lioness, under Colonel Ellet, was fitted with an apparatus for breaking torpedo wires, and was to go ahead and clear the way. Colonel Ellet was also provided with fifteen torpedoes to blow up the raft and enable the vessels to get by if possible. This desperate duty he took upon himself cheerfully, and no doubt would have performed it well had the opportunity occurred. The details of the expedition were left to me, and it was all ready to start at 3.30 a. m. A dense fog unfortunately set in at midnight and lasted until morning, when it was too late to start. It was so thick that vessels could not move; men could not see each other at ten paces. The river is too narrow for operations in clear weather, much less in a fog. After the fog, there was in the afternoon every indication of a long and heavy rain. The general very wisely embarked his whole army without being disturbed by the enemy, and is now lying five miles above Vicksburg, waiting for good weather and for McClernand to take command. The latter arrived before the army left its position, and approved the change. As we left the rain poured down in torrents, and will continue to do so for some time longer, rendering land operations perfectly impracticable. While the army leaders are deciding what to do, I have enough employment for the vessels here to patrol the river and occupy those posts which have been partially deserted, or where apprehension of invasion is felt.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Acting Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Mouth of Yazoo River, January 24, 1863.

SIR: I have the honor to report my arrival at this place.

The army are landing on the neck of land opposite Vicksburg. What they expect to do I don't know but presume it is a temporary arrangement. I am covering their landing and guarding the Yazoo river.

The front of Vicksburg is heavily fortified, and unless we can get troops in the rear of the city I see no chance of taking it at present, though we cut off all their supplies from Texas and Louisiana.

A few days since I withdrew the gunboats from the mouth of the Yazoo, as they were entirely out of coal, and it was not proper to let them remain under the circumstances. The moment I could get coal I sent them down again, and they arrived just in time to block up eleven steamers in the Yazoo that had gone up for provisions and stores under the impression that we had left altogether. These vessels have been employed carrying supplies and arms

from Vicksburg to Port Hudson. This will render the reduction of that place an easier task than it otherwise would have been, as there are no steamers on the river except two that will be kept at Vicksburg.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SERVICES OF THE RAM FLEET, UNDER THE COMMAND OF LIEUTENANT COLONEL ELLET, ON THE YAZOO RIVER.

UNITED STATES MISSISSIPPI SQUADRON,
Mississippi River, January 5, 1863.

SIR: In my different communications relating to the operations on the Yazoo river I omitted to mention the services of the ram fleet. I intended to have made a separate report, but have been unable to do so sooner.

From his first connexion with this squadron, Colonel Charles Rivers Ellet, the immediate commander of the ram fleet, has displayed great zeal in carrying out my orders, and when we have been threatened at different points, and having no vessel to send from Cairo, he has, on two occasions, furnished vessels at an hour's notice. When the expedition started down the river, the ram fleet was with us, and our main dependence in case we should encounter other rams. We had none of the navy proper. Although, like ourselves, half manned, the ram fleet was ready to do anything required of it. In ascending the river, the Queen of the West, Captain E. K. Sutherland and Master J. O. Reiley, were very efficient in repelling the sharpshooters, their construction enabling them to fire over the banks, which our iron-clads could not do. Captain Sutherland kept unceasing watch in advance of the fleet while our boats were at work, and won golden opinions by his assiduity. On the night of the 31st of December, when it was intended to assault the batteries by land and water, Colonel Ellet took upon himself the perilous duty of running up in the Lioness, in face of the batteries, to clear out the torpedoes or break the wires, and to plant torpedoes on the raft which had a battery at each end of it. No doubt he would have performed it or lost his life and his vessel. I have great confidence in the commander of the rams and those under him, and take this opportunity to state to the department how highly I appreciate the commander and his associates.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF ARKANSAS POST.

UNITED STATES MISSISSIPPI SQUADRON,
Arkansas Post, January 11, 1863.

SIR: The gunboats Louisville, De Kalb, Cincinnati, and Lexington attacked the heavy fort at Post of Arkansas last night and silenced the batteries, killing many of the enemy. The gunboats attacked it again this morning and dis-

mounted every gun, eleven in all. Colonel Dunnington, (late of the United States navy,) commandant of the fort, requested to surrender to the navy. I received his sword. The army co-operated on the land side. The forts were completely silenced, and the guns, eleven in number, were all dismounted in three hours. The action was at close quarters on the part of the three iron-clads, and the firing splendid. The list of killed and wounded is small. The Louisville lost twelve, De Kalb seventeen, Cincinnati none, Lexington none, Rattler two. The vessels, although much cut up, were ready for action in half an hour after the battle. The light-draught Rattler, Lieutenant Commander Watson Smith, and other light-draughts, joined in the action when it became general, as did the Black Hawk, Lieutenant Commander K. R. Breese, with her rifle guns. Particulars will be given hereafter.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Detailed report of Acting Rear-Admiral D. D. Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Arkansas Post, January 11, 1863.

SIR: I have the honor to inform you that on the 4th of January General McClernand concluded to move up river upon the Post of Arkansas, and requested my co-operation.

I detailed three iron-clads, the Louisville, Baron DeKalb, and Cincinnati, with all the light-draught gunboats, all of which had to be towed up the river. On the 9th we ascended the Arkansas river, as high as Arkansas Post, when the army landed within about four miles of the fort. The enemy had thrown up heavy earthworks and extensive rifle-pits all along the levee. While the army were making a detour to surround the fort, I sent up the iron-clads to try the range of their guns, and afterwards sent up the Rattler, Lieutenant Commander Watson Smith, to clear out the rifle-pits, and the men behind an extensive breastwork in front of our troops. The Black Hawk also opened on them with her rifled guns, and, after a few fires, the enemy left the works, and our troops marched in. At 2 o'clock General McClernand told me the troops would be in position to assault the main fort, a very formidable work, and I held all the vessels in readiness to attack when the troops were in position. At 5.30 p. m. General McClernand sent me a message, stating that everything was ready, and the Louisville, Baron DeKalb, and Cincinnati advanced to within 400 yards of the fort, which then opened fire from three heavy guns, and eight rifled guns and with musketry.

The superiority of our fire was soon manifest; the batteries were silenced, and we ceased firing, but no assault took place, and it being too dark to do anything, all the vessels dropped down, and tied up to the bank for the night.

The Baron DeKalb, Lieutenant Commander Walker; Louisville, Lieutenant Commander Owen; and the Cincinnati, Lieutenant Commanding Bache, led the attack, and when hotly engaged, I brought up the light-draught vessels, the Lexington and the Black Hawk, to throw in shrapnell and rifle shell. This fire was very destructive, killing nearly all the artillery horses in and about the fort. When the battery was pretty well silenced, I ordered Lieutenant Commander Smith to pass the fort in the light-draught iron-clad Rattler and enfilade it, which he did in a very gallant and handsome manner, but suffered a good deal in his hull in doing so. All his cabin works were knocked to pieces, and a heavy

shell raked him from stem to stern in the hull. Strange to say, two heavy shell struck his iron plating ($\frac{3}{4}$-inch) on the bow, and never injured it. He got past the fort, but became entangled among the snags placed in the river to impede our progress, and had to return,

In this evening attack the vessels of all the commanders were well handled, particularly the iron-clads. It was close quarters all the time, and not a gun was fired from our side until the gunboats were within 400 yards of the fort. The condition of the fort attests the accuracy of fire, and the persons inside give the Baron DeKalb, Lieutenant Commander Walker, the credit of doing the most execution.

I was informed again this morning, by General McClernand, that the army was "waiting for the navy to attack, when they would assault the works." I ordered up the iron-clads, with directions for the Lexington to join in when the former became hotly engaged, and for the frailer vessels to haul up in the smoke, and do the best they could. The Rattler, Lieutenant Commander Smith, and the Glide, Lieutenant Commander Woodworth, did good execution with their shrapnell, and when an opportunity occurred I made them push through by the fort again (also the ram Monarch, Colonel Charles Ellet,) and they proceeded rapidly up the river to cut off the enemy's retreat by the only way he had to get off. By this time all the guns in the fort were completely silenced by the Louisville, Lieutenant Commander E. K. Owen; Baron De Kalb, Lieutenant Commander J. G. Walker, and Cincinnati, Lieutenant Commanding G. M. Bache, and I ordered the Black Hawk up for the purpose of boarding it in front. Being unmanageable, she had to be kept up the narrow stream, and I took in a regiment from the opposite side to try and take it by assault. As I rounded to to do so, and the gunboats commenced firing rapidly, knocking everything to pieces, the enemy held out a white flag, and I ordered the firing to cease. The army then entered and took possession. Colonel Dunnington, the commander of the fort, sent for me, and surrendered to me in person. General Churchill, of the rebel army, surrendered to the military commander. Our army had almost surrounded the fort, and were preparing to assault, and would no doubt have carried it with ease. They enfiladed it with rifle field-pieces, which did much damage to the houses and light work, leaving their marks in all directions.

I do not know yet what were the operations on the land side. I was too much interested in my own affairs, and in placing the vessels as circumstances required.

In all this affair there was the greatest zeal on the part of the officers commanding to carry out my orders, and not a mistake of any kind occurred. No fort ever received a worse battering, and the highest compliment I can pay those engaged is to repeat what the rebels said: "You can't expect men to stand up against the fire of those gunboats."

A large number of persons were captured in the fort—I don't know how many, and at sundown the army were hurrying in the cavalry and artillery.

I herewith enclose the report of the commanding officers, and a list of killed and wounded, and will take another occasion to mention to the department the names of those officers who have distinguished themselves particularly, though it is hard to discriminate when all did their duty so well.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander E. K. Owen, commanding United States steamer Louisville.

UNITED STATES MISSISSIPPI SQUADRON,
U. S. S. Louisville, off Arkansas Post, Ark., January 11, 1863.

SIR: I have the honor to transmit the report of the killed and wounded on board this vessel, of the damages sustained from the enemy's guns, and the amount of ammunition expended during the engagements of yesterday and to-day with the enemy's batteries at Arkansas Post.

The damages sustained in the hull, as shown by the carpenter's report, though serious, have not in the least unfitted her for duty. I can only add that every officer and man did his duty.

Very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant Commander, U. S. N.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Assistant Surgeon W. D. Hoffman of casualties on the Louisville.

UNITED STATES MISSISSIPPI SQUADRON,
Arkansas River, Ark., January 11, 1863.

SIR: The following is a list of the killed and wounded on board United States gunboat Louisville:

Frederick H. Gilhardy, seaman, wounded in head, mortally; Adam Bradshaw, seaman, wounded in thorax, mortally; James Mulherrin, seaman, wounded in thighs, severely; Jim Sullivan, seaman, contusion of thorax and abdomen; Thomas Spencer, seaman, wounded in elbow, slightly; Thomas Jackson, seaman, wounded in leg, slightly; Albert Mowry, seaman, wounded in knee, slightly; James Blaisdale, seaman, wounded in hand, slightly; George Holmes, seaman, contusion of shoulder, slightly; J. T. Blatchford, ensign, wound in leg, severely; Walter Williams, seaman, killed.

WM. D. HOFFMAN,
Acting Assistant Surgeon.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander J. W. Shirk, commanding United States steamer Lexington.

U. S. MISSISSIPPI SQUADRON, U. S. GUNBOAT LEXINGTON,
Off Post of Arkansas, Ark., January 11, 1863.

SIR: I have the honor to report that there were expended on board this ship, during the attack upon this fort, by the forces under your command, on the night of the 10th instant, fourteen (14) Parrott shells, and two (2) 8-inch shells;

and during the final and victorious assault of to-day, forty-nine (49) 8-inch shells, and forty (40) Parrott shells.

I am happy to report no casualties. The wood-work of the ship and two of our boats are somewhat damaged.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander John G. Walker, Commanding the United States steamer Baron De Kalb.

U. S. MISSISSIPPI SQUADRON, U. S. GUNBOAT BARON DE KALB,
Arkansas Post, January 12, 1863.

SIR: I have the honor to report that in the attack on this place, on the evening of the 10th, this vessel was struck several times, but met with no serious injury to vessel or crew.

In the attack on the 11th, one of the 10-inch guns was struck in the muzzle, and both gun and carriage destroyed; one 32-pounder carriage struck and destroyed; one of the iron plates on forward casemate badly broken by shot; the wood-work about two of the ports badly torn by shot, and one lower deck beam cut off by a plunging shot through the deck. The other injuries, although considerable, can be repaired on board in a few days. I lost two men killed and fifteen wounded; two probably mortally, and several seriously.

Before going into action, I covered the bow sides and pilot-house with slush, which, I think, was of much assistance in turning the shot, as the vessel was repeatedly struck by 8 and 9-inch shot, at very short range, and the iron was in no case penetrated. The loss was from shot and shell entering the ports.

My officers and men behaved with the greatest gallantry and coolness, and the practice with the guns was excellent. I expended forty-two 10-inch shells, nine 10-inch shrapnell, seventy 7-inch shells, and thirty-seven 32 Parrott shells. Enclosed I send the surgeon's report of killed and wounded.

I am, sir, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral PORTER,
Commanding Mississippi Squadron.

Report of Acting Assistant Surgeon John Wise of casualties on the Baron De Kalb.

The surgeon's report of killed and wounded on board the United States gunboat Baron De Kalb in the attack on Arkansas Post, January 11, 1863, is as follows:

Killed.—John Ryan, landsman, and Theo. Bender, third-class boy.

Wounded.—Peter Colton, cockswain, penetrating wound in throat, also wounded in thigh and wrist, (probably fatal;) Alfred H. Boyle, yeoman, contusion of shoulder and back, (not dangerous;) Seamen George Smith, fracture of skull, (probably fatal;) Joseph Eader, compound fracture of leg below knee, (may lose the leg;) John Farren, compound fracture of skull and extensive laceration

of scalp; William Smith, penetrating wound through left shoulder blade; M. C. Donohs, severe injury of foot and ankle joints by penetration of shell, (very serious cases;) William Smiley, laceration of scalp and face; Joseph H. Mallow, laceration of scalp and face; Oscar Jordon, small piece of shell in poplical space of thigh; Antonio DeUoroa, contusion of left arm from splint; George Fales, penetrating wound of left leg from pieces of shell; William Kelly, contusion of back; Pierre Leon, splinters in face; John Glenn, contused wound in side, (none of which are dangerous.)

Respectfully, your obedient servant,

JOHN WISE,
Acting Assistant Surgeon.

JOHN G. WALKER,
Lieutenant Commanding.

Report of Lieutenant Commanding George M. Bache, commanding United States steamer Cincinnati.

UNITED STATES MISSISSIPPI SQUADRON,
U. S. Gunboat Cincinnati, off Arkansas Post, July 12, 1863.

SIR: I have the honor to report having sustained no serious damage in the attack on the 10th. One shell struck us at the water-line forward, and a second went through the upper works.

We were equally fortunate during the attack of yesterday, although struck nine times on the bow casemate, pilot-house, and upper works.

This vessel fired the first gun at 1.30 p. m., and in half or three-quarters of an hour the right casemate gun of the fort (the one assigned us) was silenced, when our fire was directed on the left casemate and barbette guns, and afterwards in shelling the interior of the fort. We engaged the fort at three hundred yards.

I have to mention Acting Ensign A. F. O'Neil, Acting Master's Mate Henry Broby, and Acting Gunner John F. Riblett, the officers commanding the bow guns, for coolness and skill in directing their fire.

Very respectfully, your obedient servant,

GEORGE M. BACHE,
Lieutenant Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

List of officers captured at Arkansas Post.

No. 47.] UNITED STATES MISSISSIPPI SQUADRON,
Arkansas River, January 12, 1863.

SIR: I enclose a list of officers belonging to the staff of Colonel Dunnington, late of the navy and commander of the post, who delivered their swords and surrendered to the navy. I have sent them to Captain Pennock, at Cairo, to be provided for, &c.

I advise that these officers be exchanged at Richmond; they will then not return to this river.

Very respectfully, your most obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

List of officers belonging to the Confederate States navy captured at Arkansas Post January 12, 1863.

John W. Dunnington, colonel commanding third brigade, and first lieutenant Confederate States navy, commanding naval forces; Joseph Preble, acting master Confederate States navy; Frank Ranger, acting master Confederate States navy; F. M. Roby, first lieutenant and brigade ordnance officer and midshipman Confederate States navy; N. M. Read, assistant surgeon Confederate States navy; W. S. Campbell, major and quartermaster third brigade and captain's clerk Confederate States navy; Howell Quigley, second assistant engineer Confederate States navy; Samuel Suttioan, third assistant engineer Confederate States navy; Joseph Nutter, master's mate Confederate States navy; W. A. Lang, captain's steward Confederate States navy; George Elliott, boatswain's mate; John McDonald, boatswain mate; W. C. Fisher, master-at-arms; Charles Lettig, quartermaster; John B. Hassett, quartermaster; Michael Kemmett, quartermaster, John Shephard, quartermaster; P. J. Fitzpatrick, purser's steward; James Hussey, surgeon's steward; Richard Scott, gunner's mate; Charles Loewenberg, ship's cook; T. J. Jackson, wardroom cook; Charles Crowly, seaman; Charles Williams, seaman; Patrick Kelly, ordinary seaman; Pliney Cox, ordinary seaman; John Lee, ordinary seaman; Henry Peters, landsman; Edward Walsh, first-class fireman; George Dehman, first-class fireman; John Fuller, coalheaver; Aleck Martin, first-class boy; John Brown, first-class boy; Christopher Kain, second-class boy; Michael Knackley, second-class boy; Samuel H. Bink, captain, acting general; A. M. Williams, captain of engineers.

Report of Acting Rear-Admiral Porter, commendatory of the officers engaged in the action.

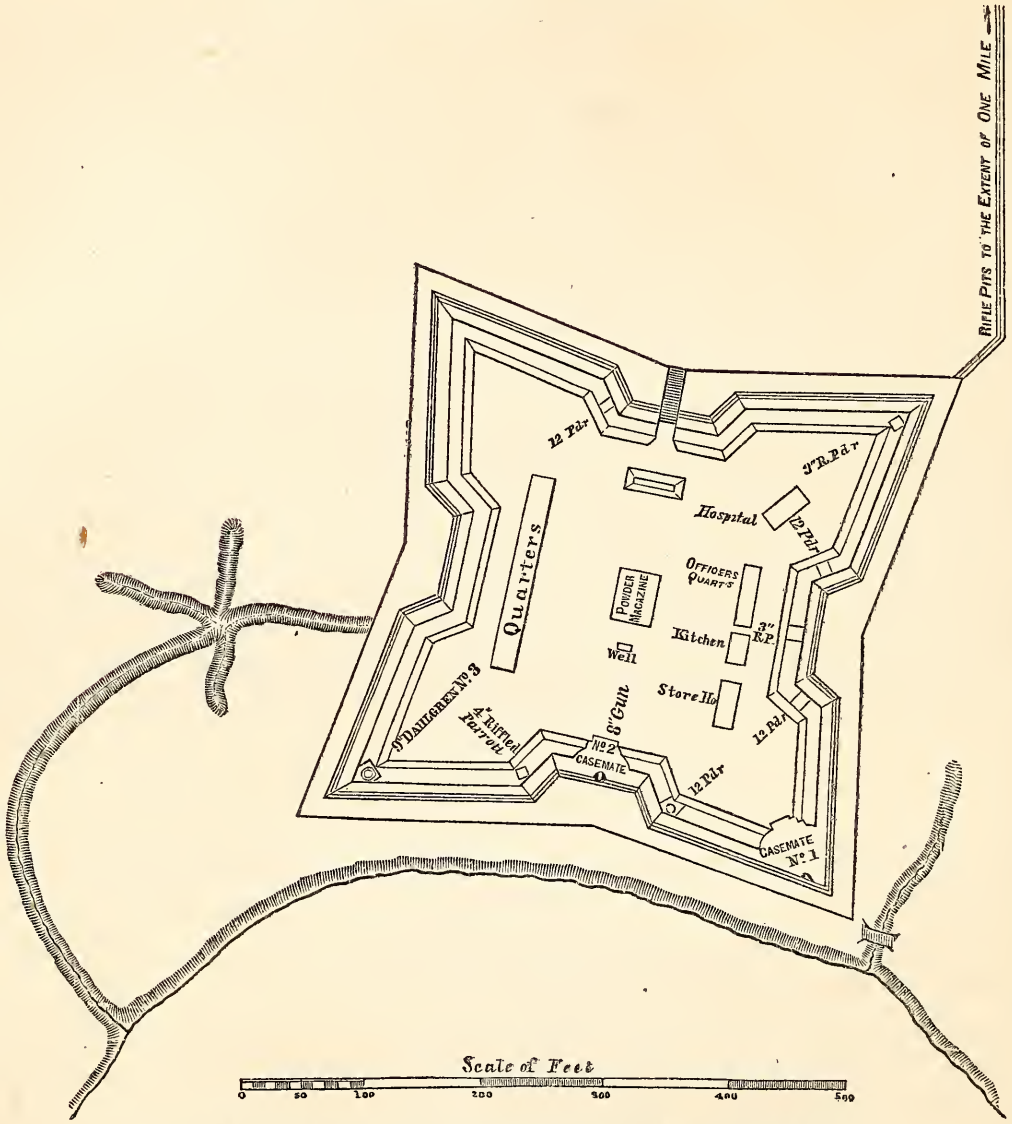
UNITED STATES MISSISSIPPI SQUADRON,
Arkansas Post, January 13, 1863.

SIR: The general report of an action embraces all those engaged in it; and although on this occasion the conduct of all the officers met my approbation, I must give a little more credit to some than to others. Lieutenant Commander John G. Walker is a man of more than ordinary intelligence, with cool, calm judgment in time of action, and one on whom the government can rely to perform any duty. He managed and fought his vessel most beautifully, and I never had to correct a movement of his during the action. I look upon him as one of the most reliable officers in the service. The rebels admit that they never saw such firing in their lives as came from the 10-inch guns of the Baron De Kalb, and I know of no instance on record where every gun in a fort was dismounted or destroyed. Lieutenant Commander Watson Smith is well known to the department, and I believe they appreciate his gallantry as an officer. He performed on this occasion a daring act, passing a strong fort under a heavy fire of cannon and musketry; for the enemy, having no one at the time to contend with in the rear, directed the fire of six thousand muskets on our vessels.

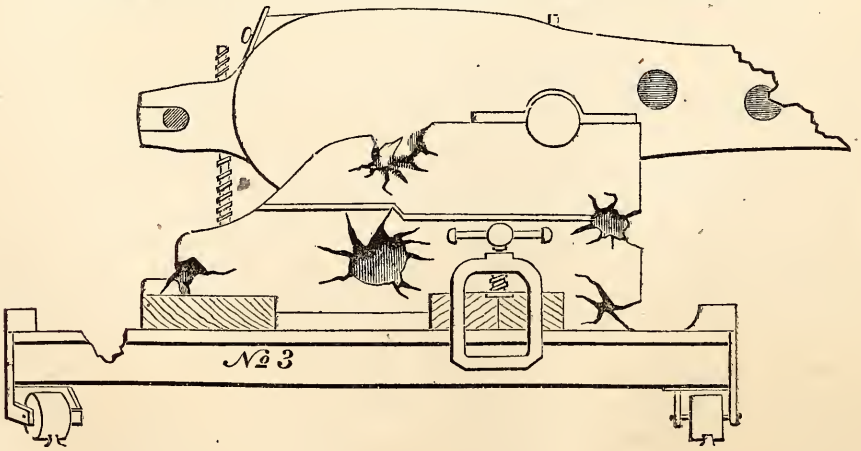
Lieutenant Commanding George M. Bache is a very young officer, but displayed the coolness of a veteran. His vessel was not hurt, nor did he lose a man, because he silenced so soon the guns which I directed him to fire on.

Lieutenant Commander Elias K. Owen, of the Louisville, managed his vessel handsomely, and did his work as well as the others. He labored under the disadvantage of having two shell burst in his ports, killing and wounding eleven men, which for a moment only stopped his fire.

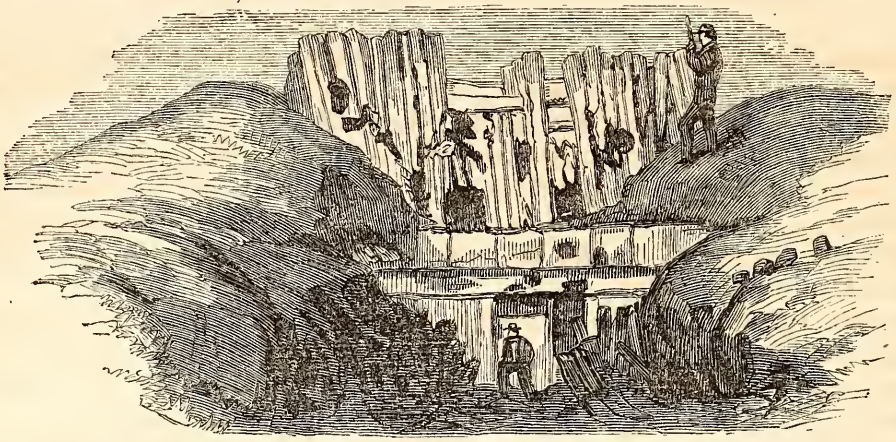
VIEW OF FORT HINDMAN, ARKANSAS POST.



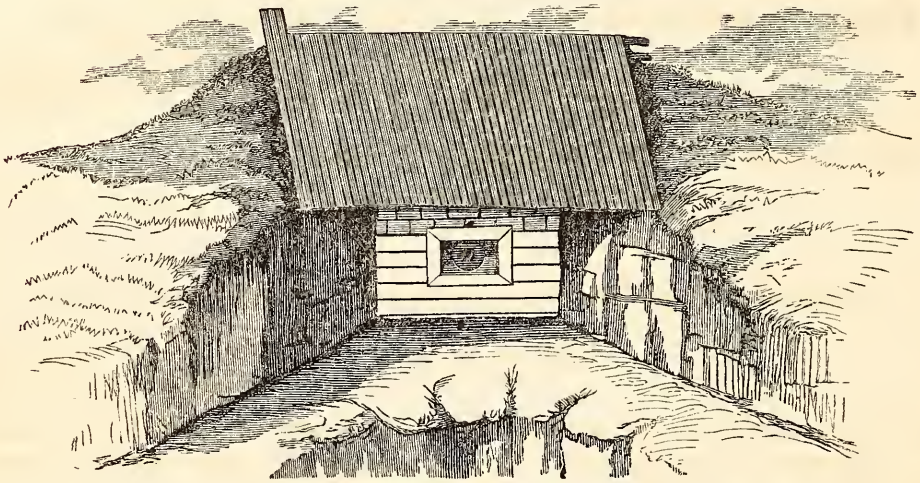
APPEARANCE OF IX-GUN SILENCED BY THE "CINCINNATI."



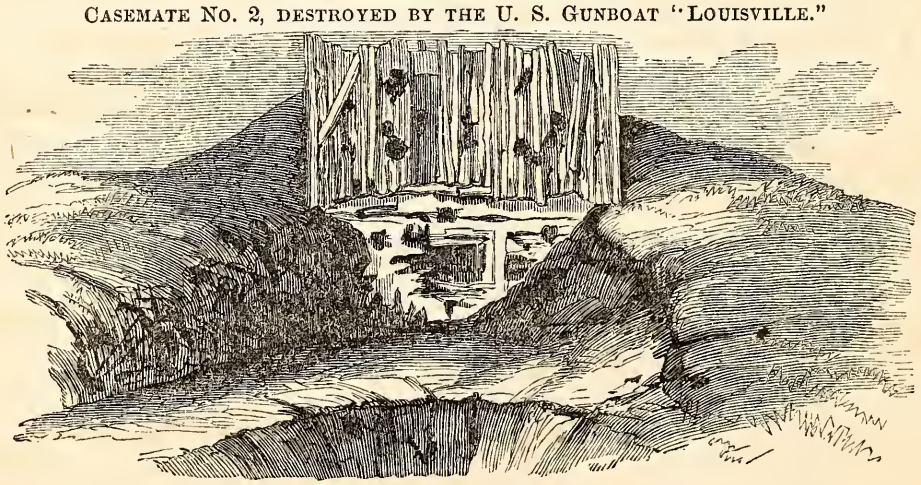
CASEMATE NO. 1, DESTROYED BY THE U. S. GUNBOAT "BARON DEKALB."



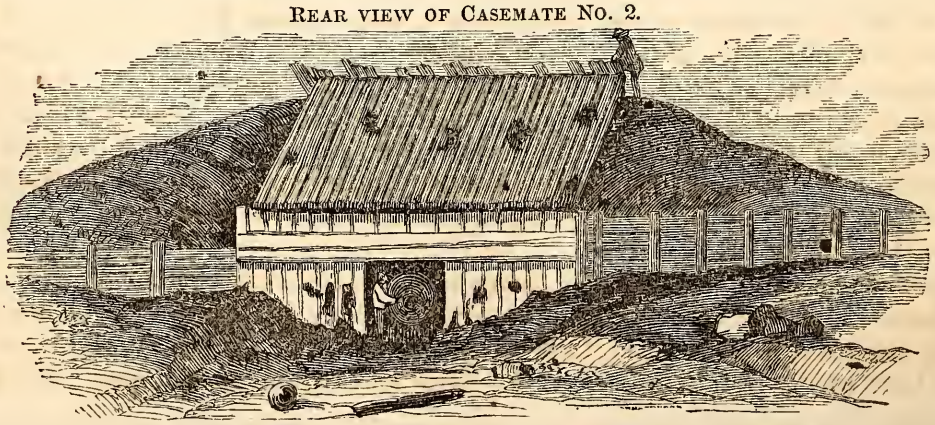
APPEARANCE OF CASEMATES BEFORE THE ATTACK.
(Covered with railroad iron.)



CASEMATE NO. 2, DESTROYED BY THE U. S. GUNBOAT "LOUISVILLE."



REAR VIEW OF CASEMATE NO. 2.



Lieutenant Commander James W. Shirk brought up the Lexington in good time, and opened his broadside on the fort. One of his first guns destroyed a rifled piece which was boring him pretty effectually.

Lieutenant Selim E. Woodworth, in the Glide, passed through with Lieutenant Commander Watson Smith, and helped to cut off the retreat of the rebels, thirty or forty only of whom escaped by a ferry, ten miles up the river. The ferry was destroyed by the two officers above mentioned, and the rebel army all fell into our hands.

Lieutenant Commander K. Randolph Breese, of the Black Hawk, brought up his ship sufficiently close into action to do much execution with his rifled 30-pounders, and headed the men in the two attempts we made to board the fort, which was only prevented by the parting of the wheel-ropes.

I have endeavored to do full justice to all the above-mentioned officers, and have not said a word too much in their praise.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Sketches of Fort Hindman and of the casemates destroyed.

UNITED STATES MISSISSIPPI SQUADRON,
January 17, 1863.

SIR: I have the honor to enclose a chart and sketches of Fort Hindman, Post of Arkansas, showing the * * * destructive fire of the iron-clads Louisville, Baron De Kalb, and Cincinnati.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ACTING REAR-ADMIRAL PORTER REPORTS THE EVACUATION OF ST. CHARLES, ON THE WHITE RIVER.

UNITED STATES MISSISSIPPI SQUADRON,
Arkansas River, January 16, 1863.

SIR: On the morning of the 12th instant, after taking Fort Hindman, I sent the gunboats Baron De Kalb and Cincinnati, under the command of Lieutenant Commander John G. Walker, to St. Charles, on the White river, to capture the fort and guns there, General Gorman moving up at the same time with transports and troops. They reached St. Charles on the 14th, and found the rebels had evacuated, leaving their defences unfinished. The enemy succeeded in carrying off two 8-inch guns in the Blue Wing, an army transport the guerillas captured a short time since.

I have sent two light-draught steamers to Lieutenant Commander Walker, with instructions to pursue the Blue Wing as long as he can hear of her, and get the guns if it is possible. This escape would not have taken place had an attack been made on both places at the same time, which should have been done.

About such matters, however, I have no control at present, but hope to have hereafter.

I presume we will now move down the Mississippi to carry out what I conceive to have been the plans for which this army was organized, viz: the capture of Vicksburg.

It is rather a waste of time stopping here after the defences are destroyed.

We cannot go any higher (until April) up this river, nor can anything of any draught get down. The Pontchartrain, a rebel ram, is up at Little Rock, but preparations have been made to destroy her. I presume by this time she has shared the fate of other rebel rams. She draws eleven feet, and cannot possibly get down; besides she has no guns, her battery having been destroyed at Fort Hindman.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John G. Walker.

UNITED STATES STEAMER BARON DE KALB,
St. Charles, Arkansas, January 14, 1863.

SIR: I have the honor to report that, in obedience to your order of the 12th, I left Arkansas Post on that day, with the Cincinnati and this vessel, and met General Gorman with his command the next morning at Prairie Landing, on White river. Having a transport to tow each of the gunboats, I reached this point at 11 a. m. to day, and found it evacuated. From information received here, it appears that the small body of troops stationed here left on the evening of the 12th on board the Blue Wing, taking two 8-inch guns and a field battery with them, and went up the river.

They left one casemate unfinished and an extensive range of rifle-pits.

General Gorman has asked that one of the vessels shall go up the river with a part of his force, and the other remain at this place.

I have ordered the Cincinnati to remain here, and shall go up the river myself this afternoon.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

BURNING OF THE STEAMERS JACOB MUSSBRAIN AND GRAMPUS.—RETALIATORY MEASURES.

UNITED STATES MISSISSIPPI SQUADRON,
Jannary 18, 1863.

SIR: I have the honor to enclose a communication from Lieutenant Commander Joshua Bishop in relation to investigations made about the burning of the steamer Jacob Mussbrain and Grampus above Memphis.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Joshua Bishop, commanding United States steamer General Bragg.

UNITED STATES STEAMER GENERAL BRAGG,
Memphis, January 13, 1863.

SIR: I respectfully report that I went on board the light-draught gunboat Linden, on the afternoon of the 12th, to visit the place where the Jacob Mussbrain and Grampus were burned. The Linden had on board the part of the 89th regiment of Indiana volunteers under the command of Major Cabborly. Proceeded up the river, passing by way of Mound City, (where the steamer Grampus was burned;) anchored near Bradley's Landing (where the Jacob Mussbrain was burned.) About 10 p. m. a steamer passed down, and when a short distance below us a signal light was shown on the bank; the steamer blew her whistle and made a landing. Perceiving that she was landing, I hailed her with the steam-whistle, which she did not notice. Got under way, and the vessel which had left the bank, sounded the whistle and fired a gun. After chasing the vessel some distance brought her to and boarded her—the steamer Chippeway Valley; finding nothing wrong, permitted her to proceed on down the river.

Steamed back to Bradley's Landing and anchored. At 7 a. m. got under way and landed at Bradley's Landing to communicate. Ascertained that there was quite a force of guerillas in the neighborhood; that they intended destroying steamers; that their rendezvous was at Mound City, Marion, and Hopefield; that a man named Cheek was instrumental in burning the steamers. At 9 a. m. left Bradley's Landing and proceeded to Mound City—firing shells at intervals into the woods, as it was supposed there were guerillas thereabouts. At 10 a. m. landed at Mound City and disembarked the troops; the infantry made prisoners of several citizens who had been harboring guerillas; set fire to and burned several unoccupied houses belonging to Mr. Cheek and others, as there was evidence that they had been lately occupied.

The infantry proceeded by land to Hopefield, searching houses for arms. At 2 p. m. landed at Hopefield and embarked the troops. Steamed down to Fort Pickering and disembarked the troops.

The pickets exchanged shots with some mounted men, and a number of shot-guns, rifles, and revolvers, &c., were captured.

I am, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant Commander.

Lieut. Com'dr THOMAS O. SELFRIDGE, U. S. N.,
Com'dg U. S. Steamer Conestoga, Senior Officer, Memphis, Tennessee.

ACTING REAR-ADMIRAL PORTER'S REPORT OF EXPEDITION UP THE WHITE RIVER.

UNITED STATES MISSISSIPPI SQUADRON,
January 20, 1863.

SIR: I have the honor to inform you that the naval expedition up White river, under the command of Lieutenant Commander John G. Walker, was successful in accomplishing the duty on which it was sent. Lieutenant Commander Walker pushed on to Duvall's Bluff in the Baron De Kalb, and reached there just as the two 8-inch guns were being placed on the cars for Little Rock. He landed his men and took possession of all rebel property; the rebels fled. The capture of these guns makes it very difficult for the rebels to defend the ap-

proaches to Little Rock, and the State of Arkansas is completely in our power. When all the light-draught gunboats join me I will see that the river is kept under surveillance. * * * * * * *

I sent Lieutenant Commander Walker three swift, light-draught vessels as soon as I could, and with these and the Baron De Kalb he is pursuing the Blue Wing, and any other steamers that are there.

The Cincinnati remains at St. Charles to guard the river thereabouts. The Baron De Kalb has already ascended the White river over three hundred and fifty miles.

I enclose a copy of Lieutenant Commander Walker's report.

I beg leave to state that all the property that was on board the Blue Wing when she fell into the enemy's hands is in our possession, excepting the mails. It only remains to take her, or have them destroy her. I enclose a list of prisoners captured and paroled.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Lieutenant Commander Walker's report.

UNITED STATES GUNBOAT BARON DE KALB,
Duvall's Bluff, White River, January 16, 1863.

SIR: I have the honor to report my arrival at this place. Leaving the transports at Arkapola, four miles below, I cleared for action and steamed up, arriving at about 3 p. m. Meeting with no resistance, I made fast to the bank, and landing a party took possession of all the public property.

I found two fine 8-inch guns and carriages, about two hundred stand of arms, with accoutrements, and three platform cars.

The guns were upon skids, and were being parbuckled upon the cars, when the rebels took the alarm and fled. The supper for the soldiers was cooking when I arrived, and they left blankets and traps of all kinds behind. I took seven prisoners, and from them and the negroes learned that the troops engaged in loading the cars ran about fifteen minutes before I arrived, and at the same time the steamer Blue Wing went up the river. The guns and carriages are in good order, and many of the small arms are new Enfield rifles.

Upon the arrival of General Gorman's troops I drew off my men, and turned over to the army.

I am, sir, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Com'dg United States Mississippi Squadron.

RESULTS OF THE WHITE RIVER EXPEDITION.

UNITED STATES MISSISSIPPI SQUADRON,
January 26, 1863.

SIR: I have the honor to enclose a report from Lieutenant Commander John G. Walker, in relation to the winding up of the White river expedition, which was as successful as could be desired, with the exception of the recapture of the

Blue Wing. The troops will not move without a gunboat, and Lieutenant Commander Walker had to return with them, much to his and my disappointment. Every gun of any importanance has now been captured or destroyed in Arkansas. Thirteen (13) fort guns, taken by the navy in the defences or in transit, and eighteen (18) field-pieces by the army, which cut the guns off at Fort Hindman, in all thirty-one (31) guns, and a large amount of stores and ammunition. All our vessels were much broken in ascending and descending the narrow rivers, (Arkansas and White,) but all hands are at work repairing damages, and are now ready to go at anything when all the army arrives here, and pronounce themselves ready for action.

Lieutenant Commander Walker performed the duty I sent him on much to my satisfaction, and deserves all the credit for the capture of guns, other rebel property, and prisoners.

The army is still landing. I cannot see, though, what can possibly be done by the entire army landing on the neck of land opposite Vicksburg. They have no siege guns, except four, with which I supplied them; and a sudden rise of water, overflowing the levee, will drown them all out, and destroy much government property.

The naval vessels, however, are busily employed, doing all they can to cover the troops, convoy them up and down the river, and guard those points from which guerillas fire on the boats.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John G. Walker.

UNITED STATES GUNBOAT BARON DE KALB,
Mississippi River, January 22, 1863.

SIR: On the 18th I received your letter, directing me, if General Gorman would furnish a detachment of troops, to push up White river, and endeavor to capture or destroy the Blue Wing and other steamers. General Gorman gave me the troops, and I was about starting, when orders from Generals Curtis and Grant obliged him to withdraw his troops from the river, and prevented the expedition. I therefore followed the transports down the river. Before leaving Duvall's Bluff the depot building and cars were set on fire by the troops. The wood of which the depot was built was green cypress, and covered with snow. Seeing that but little damage was likely to be done by the fire, I sent an officer and boat's crew, who cut away the upright timbers, and bending a line to the building, pulled it down and burned it. At the same time the chief engineer, with a party of men with sledges, broke the car wheels and journals to pieces, utterly ruining them. The cars were also burned.

On my way down I remained at Clarendon until the cavalry force there started for Helena. At St. Charles I assisted an officer of General Hovey's staff to blow up the magazine, using the powder I captured at Des Arc. The iron gun slides I threw upon the burning timber of the casemates. I believe everything of use to the enemy at St. Charles that could be destroyed was destroyed by the army or ourselves.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Additional report of Acting Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
January 28, 1863.

SIR: I mentioned in one of my reports to you that the army had captured eighteen field-pieces at Arkansas Post on the field. Only seventeen guns were captured in all, six besides the guns in the fort, captured by the navy. I was misinformed.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION UP THE CUMBERLAND RIVER.

OFFICE OF MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1863.

SIR: I have the honor to enclose herewith the report of Lieutenant Commander S. L. Phelps, whom I sent up the Cumberland river, in the United States gunboat Lexington, on special duty, to examine the condition of that river, and report its requirements to me.

The Lexington will be sent up the river again to-night, and will be placed under the command of Lieutenant Commander Le Roy Fitch temporarily. That vessel had been ordered by Acting Rear-Admiral D. D. Porter to return to the fleet in the Lower Mississippi as soon as she had conveyed the prisoners captured at the Post of Arkansas to this place, and had received some necessary repairs here; but deeming that the emergency of the case would excuse my action, and that the telegrams from the department and General Rosecrans would warrant it, and knowing that much time must elapse before I could communicate with the acting rear-admiral, and receive an answer, I sent her, together with the Silver Lake, up the Cumberland.

I shall endeavor, in every way in my power, to co-operate with the army, and I trust that I shall be able to carry out the directions of the department and acting rear-admiral in regard thereto in every respect.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Comander Phelps.

OFFICE OF MISSISSIPPI SQUADRON,
Cairo, Ill, January 30, 1863.

SIR: In obedience to your order, I proceeded up the Cumberland river with the gunboat Lexington to Nashville, Tennessee, and returned to this place last

night. Meeting with a transport that had been fired upon by artillery, twenty miles above Clarksville, I at once went to that point, and landing, burned a storehouse used by the rebels as a resort and cover. On leaving there to descend to Clarksville, where I had passed a fleet of thirty-one steamers, with numerous barges in tow, convoyed by three light-draught gunboats, under Lieutenant Commander Fitch, the Lexington was fired upon by the enemy, who had two Parrott guns, and struck three times, but the rebels were quickly dislodged and dispersed.

I then returned to Clarksville, and, agreeable to the arrangement already made by Lieutenant Commander Fitch, left that place at midnight, with the whole fleet of boats, and reached Nashville the following night without so much as a musket shot having been fired upon a single vessel of the fleet. Doubtless the lesson of the previous day had effected this result.

From the best information to be had it appears that the rebels have a number of guns, with a considerable covering force, extending along Harpeth shoals, a distance of some eight or ten miles. This force can readily operate upon both the Cumberland and Tennessee rivers. Besides these guns, the enemy also has several pieces about Savannah, on the Tennessee. No steamer should be permitted to run on either river, above Forts Henry and Donelson, without the convoy of a gunboat. Lieutenant Commander Fitch has not, at present, an adequate force to protect government transports upon the two streams, and I would suggest the propriety of sending him the Lexington. Her heavy guns have great effect with the rebels, and while they will fire upon vessels immediately under the howitzers of the light-draught gunboats, they will not show themselves where the heavier gunboats are. I have no doubt, with the aid of the Lexington, Captain Fitch will be able effectually to protect all the government vessels in those rivers.

I am, sir, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commander.

Captain A. M. PENNOCK, U. S. N.,
Fleet-Captain and Commandant of Station, Cairo, Ill.

Telegram from Lieutenant Commander Le Roy Fitch.

[By telegraph from Smithland, Kentucky, 1863.]

UNITED STATES MILITARY TELEGRAPH,
Cairo, January 31, 1863.

The Robb joined me yesterday at this place. Nothing very serious up Tennessee river. Have sent the Robb and St. Clair to Paducah to bring up our coal barge.

The small-pox is in that place. Have another large convoy to take to Nashville, and one to bring down. No danger of either river being blockaded by the rebels.

LE ROY FITCH,
Lieutenant Commander.

Fleet-Captain A. M. PENNOCK,
Commandant of Naval Station.

PASSAGE OF THE VICKSBURG BATTERIES BY THE QUEEN OF THE WEST.—PROCEEDINGS BELOW VICKSBURG.

YAZOO RIVER, *February* 2, 1863.

SIR: I have the honor to report that on the 1st February I gave the following order to Colonel Charles R. Ellet, of the ram fleet.

This order was carried out, excepting the destruction of the vessel, and we are now enabled to prevent supplies reaching the enemy at Vicksburg and Port Hudson by the Mississippi river.

The Queen of the West passed the batteries in broad daylight, instead of in the dark, as I intended, and received twelve shot and shell; but as I had ordered her covered with two thicknesses of cotton bales no damage was done to the hull, though she was exposed to the fire of all the batteries for fifty (50) minutes. Some of the heaviest shot struck her. My orders were handsomely and gallantly carried out, and if the Vicksburg was not sunk, it was because of her wide guards and great strength. I have ordered the Queen of the West to proceed down as low as Red river, to capture and destroy all the rebel property she may meet with. The first favorable opportunity I will re-enforce her, and if we cannot take Vicksburg, the enemy will have to evacuate its other points on the river for want of supplies and transportation.

I send Colonel Charles R. Ellet's report. I cannot speak too highly of this gallant and daring officer. The only trouble I have is to hold him in and keep him out of danger; he will undertake anything I wish him to without asking questions, and these are the kind of men I like to command. The enemy fired over fifty (50) heavy guns and many field-pieces.

The calibre of shot that struck the Queen of the West was 100-pounder rifle, 64-pounder solid and shell, 50-pounder shell, 30-pounder shell, and 32-pounder smooth-bore. The Vicksburg is in a sinking condition, and has her steam-pump going all the time.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Orders to Colonel Ellet.

YAZOO RIVER, *February* 1, 1863.

SIR: You will proceed with the Queen of the West to Vicksburg, and destroy the steamer Vicksburg, lying off that place; after which, you will proceed down the river as far as our batteries, below the canal, and report to me. In going down you will go along under low speed, having steerage-way enough, and keeping close to the right-hand shore going down. Before you start, it would be better to have a large bed of coal in, so that you will not have to put in fresh coal. The smoke might betray you. After you have destroyed the steamer, go down stream, and when clear of the city, show three vertical lights, that our batteries may not fire on you. If you get disabled, drift down until abreast of our batteries, and the small army steamer will go to your assistance. Have every light in your ship put out before you leave for Vicksburg, except the three lights to be shown to our batteries, which must be kept covered up. See that no lights show from the stern, as you pass the town, enabling them to rake you; and adopt every means of concealment. The best place to strike the steamer is twenty feet forward of her wheel. After disabling her there, so that

she will sink, fire through her boilers and in among her machinery as she goes down.

It will not be part of your duty to save the lives of those on board. They must look out for themselves, and may think themselves lucky if they do not meet the same fate meted out to the Harriet Lane. Think of the fate of that vessel while performing your duty, and shout Harriet Lane into the ears of the rebels. If you can fire turpentine balls from your bow field-pieces into the light upper works, it will make a fine finish to the sinking part.

Further orders for duty to be performed below will be given after your report.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Colonel CHAS. R. ELLET,
Ram Queen of the West.

Report from Colonel Ellet.

UNITED STATES STEAM RAM QUEEN OF THE WEST,
Below Vicksburg, February 2, 1863.

ADMIRAL: In compliance with your instructions, I started on the Queen of the West, at half-past four o'clock this morning, to pass the batteries at Vicksburg and sink the rebel steamer lying before that city.

I discovered immediately on starting that the change of the wheel from its former position to the narrow space behind the Queen's bulwark did not permit the boat to be handled with sufficient accuracy. An hour or more was spent in re-arranging the apparatus, and when we finally rounded the point the sun had risen, and any advantage which would have resulted from the darkness was lost to us.

The rebels opened a heavy fire upon us as we neared the city, but we were only struck three times before reaching the steamer. She was lying in nearly the same position that the Arkansas occupied when General Ellet ran the Queen into her on a former occasion. The same causes which prevented the destruction of the Arkansas then, saved the City of Vicksburg this morning. Her position was such that if we had run obliquely into her as we came down, the bow of the Queen would inevitably have glanced. We were compelled to partially round to in order to strike. The consequence was, that at the very moment of collision, the current, very strong and rapid at this point, caught the stern of my boat, and, acting on her bow as a pivot, swung her round so rapidly that nearly all her momentum was lost. I had anticipated this result, and therefore caused the starboard bow gun to be shotted with three of the incendiary projectiles recommended in your orders. As we swung round, Sergeant J. H. Campbell, detailed for the purpose, fired this gun. A sixty-four pound shell crashed through the barricade just before he reached the spot, but he did not hesitate. The discharge took place at exactly the right moment, and set the rebel steamer in flames, which they subsequently succeeded in extinguishing.

At this moment one of the enemy's shells set the cotton near the starboard wheel on fire, while the discharge of our own gun ignited that portion which was on the bow. The flames spread rapidly, and the dense smoke rolling into the engine room suffocated the engineers. I saw that if I attempted to run into the City of Vicksburg again, my boat would certainly be burnt. I ordered her to be headed down stream, and turned every man to extinguishing the flames. After much exertion we finally put the fire out by cutting the burning bales loose. The enemy of course were not idle. We were struck twelve times, but

though the cabin was knocked to pieces, no material injury to the boat or to any of those on her was inflicted.

About two regiments of rebel sharpshooters, in rifle pits, kept up a continual fire, but did no damage. The Queen was struck twice in the hull, but above the water-line. One of our guns was dismounted and ruined.

I can only speak in the highest terms of the conduct of every man on board. All behaved with cool, determined courage.

I remain, very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

UNITED STATES MISSISSIPPI SQUADRON,
February 2, 1863.

The following is a list of the officers on board the ram Queen of the West while running the batteries at Vicksburg to-day:

Colonel Charles Rivers Ellet, Captain E. W. Sutherland, First Lieutenant J. E. Tuttle, Master Sims Edison, Master J. C. Duncan, Engineer Reuben Townsend.

Letter of Acting Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Mouth of the Yazoo, February 5, 1863.

SIR: After the ram Queen of the West had "reported progress" before Vicksburg, I ordered her down the river to sink and destroy all vessels she met with. Colonel Ellet returned this morning, passing the fort at Warrenton in broad daylight, and was hit several times. He destroyed below three large steamers loaded with pork, sugar, molasses, and army supplies. He captured five captains and two lieutenants. A number of rebel officers made their escape by jumping overboard. Colonel Ellet came within two hours of catching General Dick Taylor with a transport load of troops.

The Queen of the West went ten miles up the Red river, where there are many fine steamers that are supplying Port Hudson. They will likely not attempt to go out while the ram is about. She is now out of coal, and had to return on that account. I am going to supply her, either by drifting a barge around at night or by sending across the land.

Colonel Ellet learns from the prisoners that General Banks is seven miles from Port Hudson. They had a severe engagement a few days ago. The rebels withdrew and went back to the fort, and our troops went back to their camp; a "drawn battle," I presume.

The ram took all the vessels by surprise; the people did not dream of anything of the kind. If we cannot take just now the six miles of river in front of Vicksburg, we can take anything that steams upon that portion of the Mississippi between Vicksburg and Port Hudson.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Further report of Acting Rear-Admiral Porter, relative to the Queen of the West.

UNITED STATES MISSISSIPPI SQUADRON,
February 8, 1863.

SIR: I am happy to inform you that the steamer Vicksburg was so badly injured by the ram Queen of the West that she has to be kept afloat with large coal barges, fastened to her side. Her machinery has been taken out, and she will likely be destroyed. This is the fifth steamer we have deprived the rebels of. The Vicksburg was the largest and strongest steamer on this river, and I think they were preparing to use her against our transports, being very fleet. Her wheel and guards were all smashed in, and a large hole knocked in her side; so deserters report.

Last night I started a coal barge with twenty thousand bushels of coal in, from the anchorage up river, to "run the batteries at Vicksburg." It had ten miles to go to reach the Queen of the West, and arrived safely within ten minutes of the time calculated, not having been seen by the sentinels. This gives the ram nearly coal enough to last a month, in which time she can commit great havoc if no accident happens to her.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions to Colonel Ellet.

UNITED STATES MISSISSIPPI SQUADRON,
February 8, 1863.

COLONEL: When you have taken in your coal you will proceed, at night, after dark, with the De Soto and the coal barge down the river, showing no lights. When you get near Red river, wait until daylight, above the mouth; from there you will be able to see the smoke of any steamer, over the trees, as she comes down Red river. When you capture them do not burn them until you have broken all the machinery; then let go the anchors, and let them burn under your own eyes at their anchors. There will be no danger, then, of any part of them floating down to the enemy.

There is one vessel, the Webb, that you must look out for. If you get the first crack at her you will sink her, and if she gets the first crack at you she will sink you. My advice is to put a few cotton bales over your bow about fifteen (15) feet abaft the stern, and if she strikes you there, there will be no harm done. It is likely that an attempt will be made to board you; if there is, do not open any doors or ports to board in return, but act on the defensive, giving the enemy steam and shell. Do not forget to wet your cotton before going into action. Do not lose sight of the De Soto, unless in chase, and under circumstances where it will be perfectly safe. When your coal is all out of the barge you can take the De Soto alongside. You can help each other along. Destroy her at once when there is the least chance of her falling into the hands of the enemy. She is now, though, a government vessel, and should be brought back if possible. Destroy all small boats you meet with on the river; also wharf-boats and barges. If you have a chance, and have plenty of coal, take

a look at Port Hudson, and give them a few rifle shots, but do not pass by. Communicate with the squadron below by signal if possible. The great object is to destroy all you can of the enemy's stores and provisions, and get your vessel back safe. Pass all batteries at night. If the canal is opened I will keep you supplied with coal. Keep your pilot-house well supplied with hand grenades, &c., in case the enemy should get on your upper decks. Do not show your colors along the river, unless necessary in action.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Colonel CHARLES R. ELLET,
Commanding Mississippi Ram Fleet.

Reports of Colonel Ellet of his proceedings.

U. S. MISSISSIPPI SQUADRON,
February 6, 1863.

SIR: I have the honor to enclose herewith Colonel Ellet's report of his proceedings down the river.

I hope to be able to get him off again, as soon as I can get coal around to him.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MISS. RIVER RAM FLEET, U. S. STEAM RAM QUEEN OF THE WEST,
Below Vicksburg, February 5, 1863.

ADMIRAL: I have the honor to report to you that I left the landing, below the cut-off, about one o'clock p. m. on the 2d instant, and proceeded down the river. At Warrenton, a few miles below, the enemy had two batteries of four pieces each, of which four are twenty-pounder rifled guns. They opened upon us as we passed, but only struck us twice, doing no injury.

On reaching the Big Black river I attempted to ascend it, but found it impossible from the narrowness of the stream.

Passing it, we reached Natchez just at midnight. I landed at Vidalia, on the opposite shore, threw out some pickets, and went into the village in the hope of picking up some rebel officers. There can be no telegraphic line between Vicksburg and this point, for not a word of our coming had reached the place, and the people scarcely knew who we were. One rebel, Colonel York, was halted, but made so rapid a retreat that he escaped the shots fired after him.

Leaving this point, I kept on down the river. We passed Ellis's cliffs at three o'clock a. m. There are no fortifications at that or at any other point between Warrenton and Port Hudson.

We had got about fifteen miles below the mouth of Red river, when we met a side-wheel steamer coming up. Her pilot blew the whistle for the Queen to take the starboard side, supposing her to be a southern boat. Receiving no

answer, and not liking the Queen's looks, as she bore straight down upon him, he ran his boat ashore. As we neared her, numerous rebel officers sprang into the water and made their escape. She proved to be the "A. W. Baker," had just discharged her cargo at Port Hudson, and was returning for another. We captured on her five captains, two lieutenants, and a number of civilians, among them seven or eight ladies.

I had just placed a guard on the boat, when another steamer was seen coming down the river. A shot across her bows brought her to. She proved to be the "Moro," laden with one hundred and ten thousand pounds of pork, nearly five hundred hogs, and a large quantity of salt, destined for the rebel army at Port Hudson. I placed Captain Asgill Connor in command of the captured boats, and as the Queen's supply of coal was very limited, I thought it best to return. A short distance above our landing I destroyed twenty-five thousand pounds of meal, awaiting transportation to Port Hudson.

On reaching Red river, I stopped at a plantation to put ashore the ladies, who did not wish to go any further; I also released the civilians. While doing so, another steamboat, the "Berwick Bay," came out of Red river, and was immediately seized. She was laden with supplies for the rebel forces at Port Hudson, consisting of two hundred barrels of molasses, ten hogsheads of sugar, and thirty thousand pounds of flour. She had also on board forty bales of cotton.

I ascended Red river fifteen miles in the hope of getting some more boats, but found nothing. Night came on as we again started on our return. I found at once that the progress of the three prizes was so slow that our short supply of coal would not permit us to wait for them. I accordingly ordered them to be set on fire. We had not time to transfer their cargoes.

We met with no interruption on our return, until we reached Warrenton. Before arriving at this point, I landed and sent my prisoners around by land, under a strong guard, to avoid exposing them to the enemy's fire.

On passing Warrenton we found that another battery had been erected there, and the three combined opened a very heavy fire upon us. They struck us several times, but did no damage worth mentioning.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 8, 1863.

ADMIRAL: I have the honor to report to you that the coal barge reached me in good condition at half-past eleven o'clock last night. I secured it without difficulty, and removed it this morning into the slough, where it is entirely out of danger from the enemy's shot. I shall coal immediately.

I have mounted one of the thirty-pounder Parrott guns on the De Soto.

I hope to be able to procure cotton enough down the river to thoroughly protect her.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Comd'g Mississippi Squadron.

APPROACHES AND DEFENCES OF VICKSBURG.—PROCEEDINGS AND DESIGNS OF ADMIRAL PORTER.

UNITED STATES MISSISSIPPI SQUADRON,
February 7, 1863.

SIR: I have the honor to forward you a chart of the approaches and defences of Vicksburg, as far as we can detect them; the number of guns has not yet been ascertained, though we know of over fifty of heavy calibre. This chart has been made by Messrs. Strauss and Fendall, of the Coast Survey, and is the best and most accurate one constructed.

The rebels at Vicksburg were very amicable in permitting the two above-mentioned gentlemen to prosecute their labors unmolested, having fired at them particularly only once, while they fired on the army surveyors constantly.

On one occasion an officer from the rebel side came over in a boat, and, without landing, inquired what our party were about with that table, (meaning the plane table.) He was told to come on shore and see, which he declined doing. Still the rebels did not molest us, though only 750 yards from us.

This enabled the party to get the heights of hills, prominent buildings, shape of forts, and in fact everything but the guns, which are so completely covered that it is impossible to make them out.

On the morning when the ram Queen of the West went by the batteries, I had officers stationed all along to note the places where guns were fired from, and they were quite surprised to find them firing from spots where there were no indications whatever of any guns before.

The shots came from banks, gulleys, from railroad depots, from clumps of bushes, and from hill-tops two hundred feet high. A better system of defence was never devised.

Vicksburg was by nature the strongest place on the river, but art has made it impregnable against floating batteries—not that the number of guns is formidable, but the rebels have placed them out of our reach, and can shift them from place to place, in case we should happen to annoy them (the most we can do) in their earthworks.

In a report I made to the department while attached to the mortar flotilla, I remarked "that the navy could silence the water batteries whenever it pleased, but that the taking of Vicksburg was an army affair altogether," and it would have to be taken by troops. At that time it mounted twenty guns, all told, scattered along as they are now, and ten thousand men could have marched right into it without opposition.

When Admiral Farragut's fleet first went there, Vicksburg had mounted five guns, and three thousand men might have taken it with ease. Even as late as six months back, no extra defences were put on at Vicksburg, or on the Yazoo, and our gunboats went sixty miles up that river (which they should never have left) without molestation. The long-talked-of expedition for the capture of Vicksburg, and the various plans that were expressed by our treacherous press, gave the rebels warning, and before I came into these waters Vicksburg was inaccessible in front, and unapproachable by the Yazoo, on account of the strength and position of their batteries.

The people in Vicksburg are the only ones who have, as yet, hit upon the method of defending themselves against our gunboats, viz: not erecting water batteries, and placing the guns some distance back from the water, where they can throw a plunging shot which none of our iron-clads could stand.

I mention these facts to show the department that there is no possible hope of any success against Vicksburg by a gunboat attack, or without an investment in the rear of the city by a large army. We can, perhaps, destroy the city and public buildings, but that brings us no nearer the desired point (the opening of

the Mississippi) than we are now, and would likely put out the little spark of Union feeling still existing in Vicksburg.

The attack of the army having failed at the enemy's weakest point, for want of nerve in the leader of a brigade, the next thing to be done is to attack them at some unsuspected point. The canal is a failure, and not even practicable, as yet, for taking through a coal barge, and the army (in daily danger of having it burst its frail embankments) have wisely retreated to higher ground, leaving the enemy still in wonder at their eccentric movements. In the mean time, General Grant and myself have been studying maps, and consulting about what is the best course to pursue. I sent down the ram as a diversion, to cut off the enemy's supplies here, and at Port Hudson; the result has met my most sanguine expectations. Over two hundred thousand dollars' worth of property was captured and destroyed, amongst it many supplies for the rebel army at Port Hudson. At present we command the Mississippi, and the first step towards the evacuation of the stronghold has been adopted. After that, General Grant proposes to cut a canal into Lake Providence. This lake communicates with the Tensas river, a deep stream, and the Tensas runs into the Washita, which empties into the Red river, near the mouth of the latter. The canal is not yet finished, and what the result will be no one can foresee. Some think that the great rush of the Mississippi will clear away everything before it, and the Tensas river become a fine navigable stream for the largest steamers: it is now capable of passing medium-size steamers; at all events, it will give us the command of Red river, and cut off all supplies from that quarter; the result no one can calculate.

While General Grant was cutting his canal at Lake Providence, I proposed cutting away the levee, at a place called Delta, near Helena, into Old Yazoo Pass; and General Grant sending a detachment of diggers, I sent the Forest Rose up to enter the channel, when it should be cut out; this used to be the main way to Yazoo city, and the rivers Tallahatchie and Yallabusha, before the southern railroad was built, and it was closed up to reclaim some millions of acres of land that laid useless. It leads into the Tallahatchie river, and through it we command the heart of the Mississippi, and all the resources of the enemy around Vicksburg.

The levee was cut, and the water rushed in with such force, sweeping everything before it, that it at once cut a channel eighty yards wide, and at last accounts the water was sweeping everything before it. It will take some days for the water to reach its level, having a fall of nine feet; and in the mean time I have fitted out a force of five light-draughts, and the iron-clad Chillicothe, to go through and take the enemy by surprise. The commander of the expedition, Lieutenant Commader Watson Smith, has instructions to destroy all the means of transportation the enemy has, destroy all gunboats and rams, and break up the bridges over the Tallahatchie and Yallabusha.

If this expedition is successful in getting through, General Grant will follow with his army, and Vicksburg attacked in the rear, in a manner not likely dreamed of; the troops at Vicksburg will be obliged to evacuate, as they have heretofore done other strongholds; that accomplished, Port Hudson must fall, and if I have the gunboats I could keep the river open.

By looking over the map of Mississippi, you will perceive the importance of this move, if successful; if it is not, it will overflow a large tract of country from which the rebels draw their supplies.

I am trying to get coal to Colonel Ellet, that he may continue his attacks on the enemy below, and in the Red river, before they can wake up from their astonishment at his first appearance.

I have endeavored to give you, sir, a fair account of the situation here, that you may not expect too much from the present fleet. What it is possible to do,

will be done. My main object is to meet with no defeats, and I shall undertake nothing where there is no chance of success.

A defeat of the navy on this river would be considered a calamity, but the world will not blame us for waiting until we are perfectly prepared.

So many of my men's time is out, and the vessels being less than half manned, I applied to General Grant for a regiment of soldiers, which he has promised me, to be detailed for detached service. This makes us comfortable again. I hope it meets with the approval of the department. It will take a couple of weeks to break them in.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ATTACK ON THE REBELS AT DOVER, TENNESSEE.

No. 14.] OFFICE MISSISSIPPI SQUADRON,
Cairo, Illinois, February 9, 1863.

SIR: I have the honor to enclose herewith a copy of a report of Lieutenant Commander Le Roy Fitch, United States navy, giving his account of his attack on the rebels who had surrounded and were attacking the post at Dover, Tennessee. I had been informed that the enemy were attacking that post, but I felt no uneasiness in regard to the result, for I was sure that the gunboats were near Fort Donelson, and that Lieutenant Commander Fitch would hasten with them to the rescue of those who were so gallantly defending it against a very superior force.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

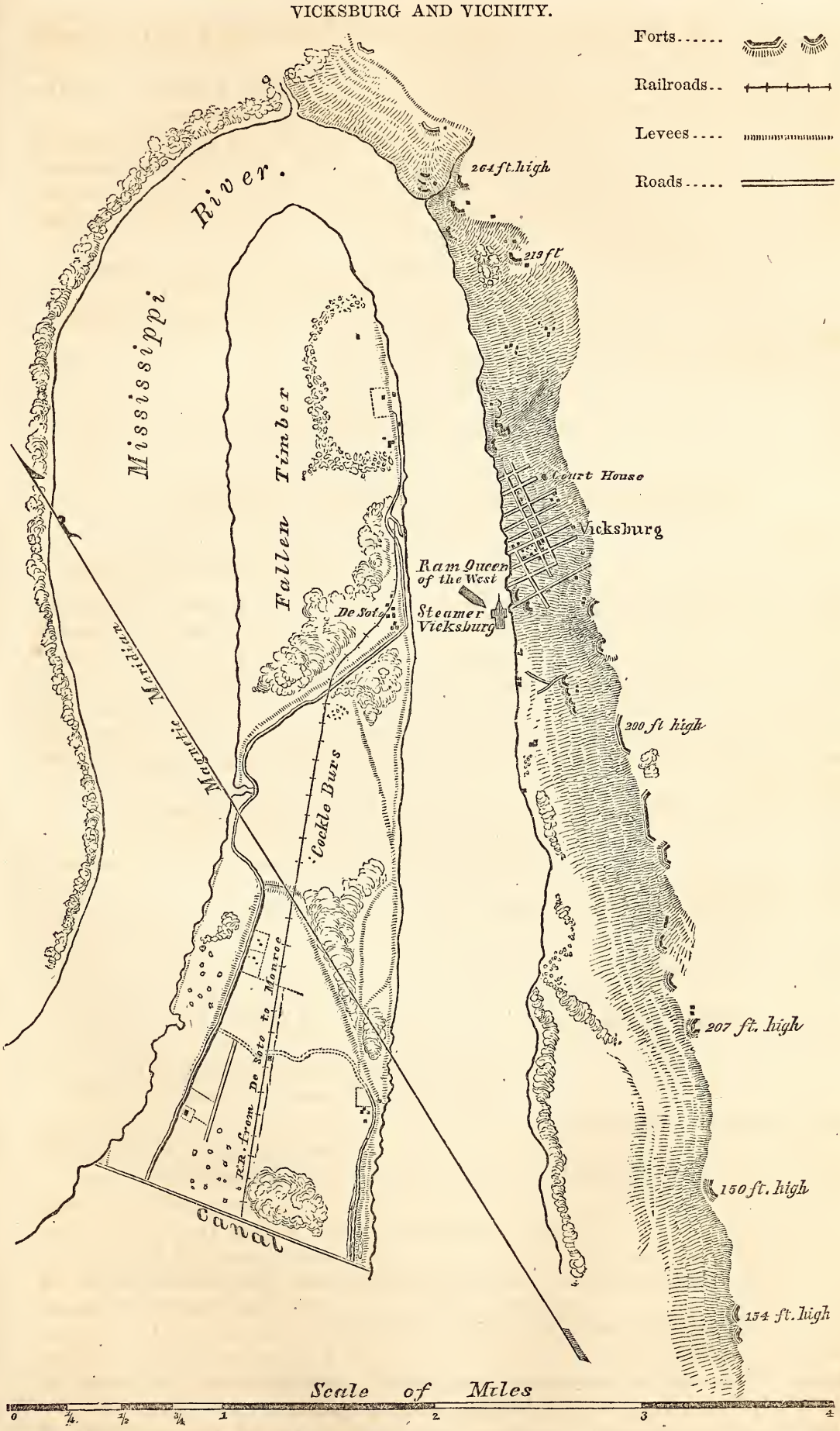
Report from Lieutenant Commander Le Roy Fitch.

UNITED STATES GUNBOAT FAIRPLAY,
Off Dover, Tennessee, February 4, 1863.

SIR: I have the honor to report, that on the 3d instant I left Smithland, Kentucky, with a fleet of transports and the gunboats Lexington, Fairplay, St. Clair, Brilliant, Robb, and Silver Lake, as convoy up the Cumberland river.

When about twenty-four miles below Dover I met the steamer Wild Cat with a message from Colonel Harding, commandant of the post at Dover, informing me that his pickets had been driven in, and that he was attacked in force. I immediately left the transports and made signals to the gunboats to follow on up as fast as possible. A short distance below the town I met another steamer, bringing the intelligence that the place was entirely surrounded. Pushing on up with all possible speed, I arrived here about 8 p. m., and found Colonel Harding's force out of ammunition and entirely surrounded by the rebels in overwhelming numbers, but still holding them in check.

The enemy not expecting gunboats, had unwisely posted the main body of


VICKSBURG AND VICINITY.
Forts.....
Railroads..
Levees....
Roads.....
Mississippi River.
Fallen Timber
264 ft. high
219 ft
Court House
Vicksburg
Ram Queen of the West
Steamer Vicksburg
De Soto
Cockle Burs
Memphis Meridian
200 ft high
207 ft. high
150 ft. high
154 ft. high
R.R. from De Soto to Monroe
Canal
Scale of Miles
0
¼
½
¾
1
2
3
4

his army in line of battle in the graveyard at the west end of the town, with his left wing resting in a ravine that led down to the river, giving us a chance to throw a raking fire along his lines. Simultaneously the gunboats opened fire up this ravine, into the graveyard, and over into the valley beyond, where the enemy had horses hitched, and, most probably, kept his reserve. The rebels were so much taken by surprise that they did not even fire a shot, but immediately commenced retreating. So well directed was our fire on them, that they could not even carry off a caisson that they had captured from our forces, but were compelled to abandon it, after two fruitless attempts to destroy it by fire.

After having dispersed the main body of the enemy, I stationed the Robb and Silver Lake below the town to throw shell up the ravine and prevent the rebels from returning to carry off the wounded, while the Lexington, Fairplay, St. Clair, and Brilliant went above, and shelled the roads leading out to the eastward.

Supposing the retreating forces would follow the river for a short distance, I sent the Lexington and St. Clair on up to shell the woods, harass and annoy them as much as possible, while this boat and the Brilliant lay opposite the upper ravine and threw shells up the road. About 10 p. m. we ceased firing, with the exception of now and then a random shell up the roads. At 11 p. m., learning from Colonel Harding that the enemy had entirely disappeared, we ceased firing and took position to guard the roads approaching the town.

Although much of our firing was at random, we have the gratification of knowing that scarcely a projectile went amiss, and that out of 140 buried to-day, the gunboats can claim their share. Even when the Lexington and St. Clair went above, many of their shells fell right in the midst of the retreating rebels, killing and wounding many.

It is reported that the attacking force numbered some 4,500, with eight pieces of artillery, under the command of Major General Wheeler, Brigadier Generals Forrest and Wharton. It is certainly very gratifying to us to know that this entire force was cut up, routed, and despoiled of its prey by the timely arrival of the gunboats, and that Colonel Harding and his gallant little band were spared to wear the honors they have so fairly won.

At first I regretted that I was not here with the gunboats sooner, but, upon reflection, I do not think I could better have arranged the time, had it been in my power. Had we been here before Wheeler he would not have made the attack, but, most probably, would have marched on Fort Henry. Had we arrived during the day he would have seen our strength, and would have retreated with but little loss. Arriving as we did, after dark, and when he least expected us, and was so sanguine of success, we caught his forces arranged in the most favorable position to receive a raking fire from our guns.

The officers and men were very glad to have a shot at these river infesters, and only regret that they did not remain within reach of our guns a little longer. As it is, they claim the honor of dispersing them and saving Fort Donelson.

Very respectfully, your obedient servant,

LE ROY FITCH, *Lieut. Commander.*

Fleet Captain A. M. PENNOCK,
U. S. N., Commandant of Naval Station, Cairo, Illinois.

PASSAGE OF THE VICKSBURG BATTERIES BY THE INDIANOLA.

UNITED STATES MISSISSIPPI SQUADRON,
February 14, 1863.

SIR: I ordered the Indianola, Lieutenant Commander George Brown, down the river, and she ran the batteries last night under a heavy fire, without, I believe, receiving any damage. She carried with her two coal barges, enough

to last two months. This gives us entire control of the Mississippi, except at Vicksburg and Port Hudson, and cuts off all the supplies and troops from Texas. We have below now two XI-inch guns, two IX-inch guns, two 30-pounder rifles, six 12-pounders, and three vessels. They have orders to burn, sink, and destroy,

I send you a copy of my instructions to Lieutenant Commander Brown, and have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Strictly confidential.]

Instructions to Lieutenant Commander George Brown.

UNITED STATES MISSISSIPPI SQUADRON,
February 12, 1863.

SIR: You will take two coal barges alongside, that have been somewhat lightened of coal, and stand by to run past the batteries at Vicksburg, and join the vessels below. The object in sending you is to protect the ram Queen of the West and the De Soto against the Webb, the enemy's ram; she will not attack you both. I do not wish you to go below Red river, but to remain there while Colonel Ellet reconnoitres Port Hudson, and prevent his being taken by vessels from Red river. Keep your guns loaded with solid shot, or, if you are attacked by vessels protected with cotton bales, fire shrapnell, which are good incendiary shell. If you can capture a good steamer, I want you to keep her. Go to Jeff. Davis's plantation, and his brother Joe's, and load up said steamer with all the cotton you can find, and the best single male negroes. If you cannot get cotton enough to protect the steamer you capture, obtain it at Acklen's landing, and when you have filled the prize up with as much as she will carry and make good speed, send her up to run the batteries and join me here. To do this daub over her white paint with mud, so that she cannot be seen in the dark. Dispose the cotton bags so that everything is well protected, and no light can possibly show in any part of the boat. You must select dark and rainy nights for running the blockade, and don't show yourself below Warrenton as you come up. After you pass the batteries at Vicksburg show two red lights on your bow, that our people at the canal may know you. If you receive any damage from the batteries send me a short report from the other side, and go on with care until you are the other side (some distance) of Warrenton; lay by there until the moon is up and proceed to Red river. When the Queen of the West returns, Colonel Ellet and yourself will go up Red river (provided you can get good pilots) and destroy all you meet with in the shape of enemy's stores. This part must be left to your discretion; Ellet and yourself will consult together what is best to be done; and whatever you undertake, try and have no failure. When you have not means of certain success, undertake nothing; a failure is equal to a defeat. Never leave your coal barge unprotected by the De Soto, and never leave her between you and the enemy. Don't forget that I had your vessel strengthened to perform the part of a ram—don't hesitate to run anything down. When you have emptied the coal barges, either destroy them, so that the enemy cannot possibly use them, or fill them with cotton and bring them back. Make your calculations to get back here with plenty of coal on board. Tell Colonel Ellet when he gets to Port Hudson to send a communication in a barrel, (barrel to be marked "Essex,") and tell the commander, in said com-

munication, that I direct him to pass Port Hudson in a dark night and join the vessels above. Have your casemates and sides well covered with tallow and slush before you start.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Lieutenant Commander GEORGE BROWN,
U. S. N., Commanding Indianola, Mississippi Squadron.

Report of Lieutenant Commander George Brown.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, February 24, 1863.

SIR: I have the honor to enclose you a communication from Lieutenant Commander George Brown. We still hold the mouth of Red river.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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UNITED STATES STEAMER INDIANOLA,
Mouth of Red River, February 18, 1863.

SIR: I have the honor to report that, in obedience to your written instructions, I left the anchorage in the Yazoo river at 10.15 p. m. on the 13th instant, having in tow two barges of coal containing about seven thousand bushels each. The weather was all I could desire. At 11.10 p. m. I was abreast of the upper batteries, which did not open fire; the rebel look-outs at those batteries could not have seen us. The first gun that was fired at us was at 11.22 p. m., from a battery abreast the point.

At this time we were running very slowly, but at once started at full speed; other guns opened on us in very quick succession, and rockets were sent up at the upper batteries. At 11.41 p. m. the last gun was fired. Eighteen guns were fired at us in the space of nineteen minutes, none of which struck us. They were generally good line shots, but all passed over us. Every shot came from abaft the beam. When abreast of the lower end of the canal, I showed two red lights on the starboard side. At Warrenton two musket shots were fired at us. At 1 a. m. on the 14th instant, we anchored about four miles below Warrenton. At 5.20 a. m. we got under way and proceeded slowly down the river. Nothing of importance transpired until the morning of the 16th, being at anchor about eight (8) miles below Natchez, when a steamboat was heard approaching from below. I got under way at once and stood across the river, when the fog lifted, and I made the steamboat Era, No. 5; I hailed her and learned that she was in charge of Colonel Ellet, having on board the few officers and men who were saved from the Queen of the West. The particulars of her capture will be reported to you by Colonel Ellet.

I again anchored, and, after consulting with Colonel Ellet, concluded to proceed on down the river as soon as the Era could be put in running order. At 4.30 p. m. we started down, the Era ahead. At 5.10 a steamer was seen abreast of Ellis's Cliff, which I at once recognized as being the rebel gunboat Webb. At the same time the Era's whistle was blown, indicating that she saw danger

ahead. I cleared for action, and was going ahead at full speed, when the Webb turned and started down. I fired two 11-inch shot at her, both of which were good line shots; one struck within at least fifty yards of her. Both guns had all the elevation that the ports would admit of. The Webb at this time was making most excellent speed, and soon disappeared behind the point. As we rounded the point the fog set in so thick that not even her smoke could be seen. On account of the dense fog we anchored for the night under Glasscock's island. Thinking it probable the Webb might get ashore in the fog, and knowing that if she did we would drift by her without seeing her, I thought it best to remain at anchor until I could run with safety, and be certain of seeing everything on either side of the bank as we passed. At 1 p. m. on the 17th instant, the fog lighting up, we got under way and proceeded on down the river as far as the mouth of Red river, opposite which place we anchored at about 5 p. m. I sent on shore for Colonel Acklen, who informed me that three boats had accompanied the Webb in chase of Colonel Ellet, but that they had all turned back and gone up Red river. I was informed that Colonel Lovell, who commanded the Webb and the expedition, said that he would make a stand at Norman's landing, where he could have the assistance of the fort at that place. I was also informed that the Queen of the West has been hauled off and towed up to Norman's (sometimes called Gordon's) landing; that she was injured only in her steam and escape pipes, which could easily be repaired. That the rebels will make use of her to attack us I do not doubt, but I feel prepared to meet both the Queen and the Webb. A deserter from the Webb reports that she has no iron on her bow, but that the machinery below the spar deck is well protected by cotton. On account of her walking-beams, which are not at all protected, she will not come within close range of our guns.

Two boats are being fitted up with cotton at Port Hudson—for what particular service I am unable to learn.

My only trouble is to look out for the coal barges, which I can tow up stream at a slow rate, and I cannot run the risk of losing sight of them, unless in case of some pressing emergency. I keep the coal-bunkers full at all times, so that in the event of my losing the barges we will have plenty of coal to take us to Vicksburg. Colonel Ellet thinks that it is important that he should go up the river at once and communicate with you; I am convinced that I can remain alone in this vicinity for some time, but at the same time I consider it important that there should be at least one other serviceable vessel with me.

If the river rises one foot more, of which there is a strong probability, Port Hudson will be unapproachable by land; so you can readily understand the importance of the stoppage of all river communication.

I am, sir, very respectfully, your obedient servant,

GEORGE BROWN,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Yazoo River.

LOSS OF THE UNITED STATES STEAMER GLIDE.

UNITED STATES MISSISSIPPI SQUADRON,
February 15, 1863.

SIR: I enclose herewith reports of Captain A. M. Pennock and Acting Lieutenant Selim E. Woodworth, in relation to the burning of the Glide; and also

enclose general orders, showing that I omitted no precaution against fire previous to my leaving Cairo.

I have ordered an investigation of the matter.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Fleet-Captain Pennock.

OFFICE OF THE MISSISSIPPI SQUADRON,
Cairo, Illinois, February 7, 1863.

SIR: I have the honor to report to you that at about 5.30 o'clock this morning the gunboat Glide was reported to be on fire. On my arrival at the place where she was moored, (between the inspection boat and the General Price, at the stern of the wharf boat,) I found that she was on fire in the fore hold. Every exertion was made by her commander, officers, and crew, and those attached to the Eastport and to this station, to extinguish the fire; but finding that their efforts were of no avail, and that the fire was gaining, and fearing that it would be communicated to the Abraham and General Price, I directed that a bow-line be veered away until her bow was clear of the stern of the Price, and when it was cast off, a tug canted her and towed her out into the strength of the current. After burning some time, she grounded about two miles below, on the Kentucky shore. I think that her guns and machinery will be saved.

It is reported that two contrabands were lost.

The cause of the fire is not known; but I shall have the whole matter thoroughly investigated, the result of which will be reported to you.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet-Captain and Commander of Station.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

P. S.—Captain Woodworth's report will be forwarded to you as soon as possible. The officers and crew have lost everything they possessed.

Report of Acting Volunteer Lieutenant S. E. Woodworth.

CAIRO, *Illinois, February* 7, 1863.

SIR: I have to report to you the loss of the United States steamer Glide by fire, late under my command.

Although having assumed charge of the General Price, I still retained my quarters on board the Glide, she lying alongside.

Mr. Dahlgren had taken charge of her outfits and equipments as executive officer in command.

About 5.15 this morning I was aroused by the ringing of the fire-bell on the naval depot wharf boat; but not seeing any light or smoke when I looked out, supposed the alarm proceeded from fire in town. I dressed myself with all haste, and proceeded to the forward part of the boat to call the officers and

crew, when I discovered smoke proceeding from the fire-scuttle and forward hatches, they having been forced open by Mr. Dahlgren, who was already engaged, with the officers and crew of the Glide, in drawing and passing water, and making every exertion to extinguish the fire. I at once started with some contrabands to drown the magazines, but they were not fitted with bilge cocks, and we could only introduce water in them through the hatches with buckets.

Captain Pennock was on hand with a strong force of officers and laborers, and made every exertion, with such facilities as were at hand, to extinguish the fire; but, from the extreme cold weather, leaving everything frozen, but little was effected by the use of buckets.

The Glide was moored astern of and to the wharf boat, outside of the boat Abraham, with the General Price outside of her. Having made every preparation to drop the Glide clear of the tier by running-lines, &c., a tug was procured and made fast to the quarter of the steamer. Renewed exertions were now made to extinguish the fire by cutting through the deck with axes, but the light and inflammable materials about the boilers were soon in a living flame.

Upon consultation with Captain Pennock it was deemed impossible to save the Glide; and, at this time, the flames were endangering the inspection boat and the General Price, and leaving the wharf boat also in danger. Captain Pennock ordered, cast off and drop out of the tier, but not until the whole forward part of the vessel was in flames. The tug having her in charge succeeded in reaching the middle of the river, out of reach of the naval station, where she was cast off. She drifted ashore at Fort Holt, and burned to the water's edge.

The magazines did not explode, but the fixed ammunition seemed to be fired slowly, as shell and shrapnell continued to burst in the air, from time to time, for an hour after she grounded.

To the efficient aid rendered by Captain Pennock, Captain Sanford, and Captain Phelps, and the officers and men under their command, may be attributed the safety of all the public property at the wharf-boat.

Acting Ensign Wright and the engineer of the tug Dahlia are deserving of much credit in holding on to the Glide until she was so far removed as not to endanger the lives or property at Cairo by the explosion of her magazines. They did not leave her until her fasts were burned off, and the small-arms being discharged in every direction.

The wreck of the Glide is now lying in five feet of water on the Kentucky shore. Her guns, engines, and boilers can be readily recovered, also all the iron plates from her sides.

The officers and crew of the Glide have lost all but their clothes in which they dressed. The crew have been transferred to the Henry Millen, which vessel will be despatched as soon as ready.

I have the honor to be, very respectfully, your obedient servant,

SELIM E. WOODWORTH,

Acting Vol. Lieut. U. S. N., late Com'dg U. S. Steamer Glide.

Rear-Admiral D. D. PORTER.

CAPTURE OF THE QUEEN OF THE WEST.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, February 22, 1863.

SIR: The best calculations are liable to be upset, and mine have been disarranged by the capture of the Queen of the West up Red river. That vessel grounded under the guns of a battery, which she foolishly engaged, and re-

ceived a shot through her boilers and steam drum which drove most of her people overboard. Many escaped in a prize, the steamer New Era, No. 5, but most of the deck hands and contrabands fell into the power of the rebels. The officers and Colonel Ellet were then chased up the Mississippi river by the Webb and some two or three other vessels, until they met the Indianola, which vessel saved them and drove the rebels back. This is all I can learn of this affair.

The colonel arrived here safe with the New Era, No. 5, having ran the batteries all along the river, and had 120 shots fired at him without being hit, bringing up 170 bales of cotton. It is said that he left the Indianola and Webb engaged. I hope to get a report from him in a day or two; he is on the other side and sick, and the road is almost impassable. * * *

I have the honor to be, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Acting Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, February 23, 1863.

SIR: Colonel Ellet has arrived on this side of the river. He informs me that his ram was not destroyed, but fell into the hands of the rebels. He could not destroy her without sacrificing his wounded.

She will not be worth anything for some time to the rebels, and is much used up; will not do to ram with any longer, being too weak and shattered. I am going to try it again with another one. The ram committed great havoc on Red river—destroyed many stores, also, along the river. She destroyed and captured altogether over one hundred thousand dollars of confederate property. He returned with cotton to the value of seventy thousand dollars, and a boat worth about eighteen thousand.

I enclose herewith Colonel Ellet's report.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report from Colonel Ellet.

UNITED STATES STEAMER ERA, No. 5,
Below Vicksburg, Mississippi, February 21, 1863.

ADMIRAL: I have the honor to report to you that I left the landing below Vicksburg, in obedience to your written instructions, on the night of the 10th instant, taking with me the De Soto and coal barge, and proceeded down the river. We passed Warrenton without interruption, and reached Red river on the following evening. I destroyed, as you directed, the skiffs and flatboats along either shore.

I ascended Red river on the morning of the 12th as far as the mouth of the Atchafalaya, leaving the De Soto and coal barge in a secure position. I proceeded down this stream. Six miles from its mouth I met a train of twelve

army wagons returning from Simsport. I landed and destroyed them. On reaching Simsport I found that two rebel steamboats had just left, taking with them the troops and artillery stationed at this point. They had left on the bank seventy barrels of government beef, which I broke open and rolled into the river. I pursued another train of wagons for some distance, but they retreated into the swamps and escaped. One of their wagons, loaded with ammunition and stores, fell into our hands and was destroyed.

On her return at night a party of overseers and other civilians fired into the Queen from behind a levee, and immediately fled under cover of the darkness. First Master James D. Thompson, a gallant and efficient officer, was shot through the knee. Anchoring at the mouth of the Atchafalaya, I waited until morning, and then returned to the spot from which we had been attacked. All the buildings on three large adjoining plantations were burned by my order.

I started up Red river the same day, and reached Black river by night. On the morning of the 14th instant, when about fifteen miles above the mouth of Black river, a steamboat came suddenly around a sharp bend in the river, and was captured before she could escape. She proved to be the Era, No. 5, laden with forty-five hundred bushels of corn. She had on board two rebel lieutenants and fourteen privates; the latter I at once paroled and set ashore.

Hearing of three very large boats lying with steam down at Gordon's landing, thirty miles above, I decided on making an effort to capture them, intending to return if I should find the battery at that point too strong, and ascend the Washita. I left the Era and coal barge in charge of a guard. We reached the bend just below Gordon's landing before dark. The dense smoke of several boats, rapidly firing up, could be seen over the tops of the trees as we approached. I ordered the pilot to proceed very slowly, and merely show the bow of the Queen around the point. From the sharp bend which the river makes at this place, there was no apparent difficulty in withdrawing out of range of the enemy's guns whenever it might be desired. The rebels opened upon us with four 32-pounders the moment we came in sight. Their guns were in a fine position, and at the third shot I ordered Mr. Garocy, the pilot, to back the Queen out. Instead of doing so he ran her aground on the right-hand shore. The position at once became a very hot one. Sixty yards below we would have been in no danger; as it was, the enemy's shot struck us nearly every time. The chief engineer had hardly reported to me that the escape-pipe had been shot away, when an explosion below, and a rush of steam around the boat, told me that the steam-pipe had been shot in two. Nothing further, of course, could be done. I gave orders to lower the yawl at the stern of the Queen to carry off Captain Thompson, who lay wounded in my state-room. Some person had already taken the yawl, however, and it was gone. The other yawl was on the De Soto, a short distance below. Fortunately the cotton bales with which the Queen was protected afforded an avenue of escape, and the majority of the men and officers succeeded in reaching the De Soto. I ordered this boat to be brought up as far as it was practicable, without being struck, and sent her yawl to the Queen. Lieutenant Tuthill and Third Master Duncan bravely volunteered for this purpose. I remained with the De Soto over an hour, picking up men on cotton bales. Lieutenant Tuthill barely succeeded in escaping from the Queen, the rebels boarding her in skiffs as he escaped. Mr. Duncan staid too long, and was captured. The Queen could easily have been burned, but this could not be done while Captain Thompson was on board, and it was impossible to remove him; all the passages had been blocked up with cotton. The interior of the boat was intensely dark, full of steam, and strewed with shattered furniture. The display of a light enabled the batteries to strike her with unerring certainty. To have brought the De Soto alongside would have insured her destruction, as the light from the latter's furnaces rendered her a conspicuous mark.

A dense fog sprang up as we started down in the De Soto, and she lost her rudder by running into the bank. Drifting down fifteen miles, I took possession of the Era, and scuttled and burnt the De Soto and barge, knowing that the rebels would lose no time in pursuing. I pushed on down through the fog, throwing off the corn to lighten her. We reached the Mississippi at dawn, opposite Ellis's cliffs. Mr. Garocy ran the Era, a boat drawing less than ten feet of water, hard aground, actually permitting her wheels to make several evolutions after she had struck. It was with the utmost difficulty that she could be gotten off. The disloyal sentiments openly expressed by Mr. Garocy a few hours previous to this occurrence rendered it necessary for me to place him under arrest, and forced upon me the unwilling conviction that the loss of the Queen was due to the deliberate treachery of the pilot. It is to be regretted that the unfortunate illness of Mr. Scott Long, who piloted the Queen past Vicksburg, rendered it necessary for me to intrust the Queen to the management of Mr. Garocy.

The next morning, a short distance below Natchez, I met the Indianola. Captain Brown thought that he might be able to ascend the Red river and destroy the battery at Gordon's landing, and I accompanied him down in the Era, leading the way. I had not gone three miles when a break in the fog disclosed a steamer rapidly moving up stream, about a mile ahead. I at once rounded to, and caused the whistle to be blown to warn Captain Brown of her presence.

As soon as the rebel steamer, which was undoubtedly the Webb, perceived the Indianola, she turned and fled. The latter fired two shots at her, but without effect. I learned afterwards that three other armed boats had been sent in pursuit of the Era, and had been turned back by the Webb on her retreat. They all went back up Red river. On reaching this stream Captain Brown decided not to ascend it, and I thought it best to return at once.

Thinking we might be attacked on the way up, I seized a hundred and seventy bales of cotton, and protected the Era's machinery as far as practicable. At St. Joseph's I landed and seized the mails, and learned from them that Colonel Adams was waiting for us at Grand Gulf, with two pieces of artillery. Thirty-six shots were fired at the Era while passing this point, none of which took effect. On reaching Island No. 107, a body of riflemen opened a heavy fire upon the Era from the Mississippi shore. Suspecting it to be a ruse to drive us to the other side of the river, I decided in keeping to the right of the island. The furnaces of the Era became so clogged at this point that I found it necessary to stop and have them cleaned out, causing a delay of twenty minutes. The Era had scarcely passed the island, when a battery of three guns opened upon her from the Louisiana shore. Forty-six shots were fired, but did no injury.

At Warrenton the rebels opened fire upon the Era with two rifled 20-pounder guns. They fired twenty-four shots, but did not succeed in striking her.

Extraordinary as it may seem, there is every reason to believe that no one was killed on the Queen. It is probably attributable to the fact that those below got into the hold through the numerous hatches, and thus escaped the effects of the steam.

Mr. Taylor, one of the engineers, is reported to be badly scalded, by a deserter from the Webb. Twenty-four men were taken prisoners, ten of whom were civilians employed on the boat. Assistant Surgeon Booth was the only commissioned officer captured.

I am, very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

List of prisoners captured on board the United States steam ram Queen of the West, in Red river, Louisiana, February 14, 1863.

Daniel S. Booth, assistant surgeon; C. S. Eddison, mate; H. S. Duncan, 2d mate; Edward Taylor, engineer; James W. Foster, carpenter; Richard Greve, blacksmith; G. W. Hill, steward; John Bates, 1st sergeant company I, 63d I. M.; Carrol Smith, private, company C, 63d I. M.; Charles D. Faulkner, private, company I, 63d I. M.; William Brown, private, company F, 63d I. M.; M. Cullan, private, company F, 63d I. M.; Leo. C. Tarbol, private, company K, 18th I. M.; John Foley, deck hand; John Williams, cabin boy; E. G. Holstein, private; T. F. Rice, private; Thomas L. Williams, private; Charles Lamner, private; George Watson, deck hand; George W. Bailey, private.—Total, 21.

CAPTURE OF THE INDIANOLA.

UNITED STATES MISSISSIPPI SQUADRON,
February 27, 1863.

SIR: I have just received information through one of the men who escaped from the Indianola that she had an encounter on Tuesday night with the two rams, Webb and Queen of the West, and that after being struck six times, and the report being made that she was sinking, she was surrendered to the enemy. The commander then ran her on shore, when the man who gives the information got on shore with some others, and he brought me the news. He could not see whether the vessel had sunk or not. From his account it appears that Lieutenant Commander Brown laid at the mouth of Red river three days, (just about time to allow the Queen of the West to repair damages,) and then, being apprehensive of attack, or reading over my instructions, and finding out that he was sent down *only to protect the Queen of the West*, and was ordered to *attempt nothing when he was not certain of success*, he started up the Mississippi river with the two coal barges in tow, giving the enemy all that advantage. I had cautioned Lieutenant Commander Brown so much, before he started, about the management of his ship, and told him particularly to use his butting powers, which would have defeated both his antagonists; but he was caught with the two barges alongside, and his vessel must have been unmanageable.

I had every reason on this expedition to demand the most perfect success. The rebels had but one old boat, (the Webb,) so weak that they had to take her iron off the bows, and, as one of her crew informs me, with planking too old to calk. She carried three thirty-two pounders. The vessels I sent down carried twelve heavy guns.

The importance of this move to our army here cannot be estimated. We had already broken the communications of the enemy in Texas with Vicksburg and Port Hudson.

We had cut off all supplies and means of transportation, having destroyed some of their best boats. In a week more the water would have surrounded Port Hudson, and there being no means of getting away, they would have been obliged to evacuate in time. We hoped in a short time to force this thing by getting one or two more gunboats below, and troops enough to land close to Port Hudson. That place evacuated, General Banks could have ascended het river. The department has a copy of my instructions to Colonel Charles R. Ellet and Lieutenant Commander George Brown, and they will, I am sure, do me the justice to say that my plans were well laid; the object contended for

was a very important one, and that I was sufficiently cautious in sending down twelve guns to contend with three.

There is no use to conceal the fact, but this has, in my opinion, been the most humiliating affair that has occurred during this rebellion; and after taking so much trouble to make matters sure, it almost disheartens me and puts me out of the conceit of sending off any expedition, unless I can go with it. I certainly had a right to expect that two vessels, carrying twelve guns, that had passed all the batteries at Vicksburg, Warrenton, Carthage, and other places on the river, could manage, between them, to take one old steamer, or else have the wisdom and patriotism to destroy their vessels, even if they had to go with them.

A flag of truce is, I believe, coming up, and I shall know in a short time whether the Indianola sunk, or whether the enemy will be able to save her.

A terrific explosion occurred last night in the direction of the Indianola, and my only hope is that she has been blown up.

In conclusion, had the Indianola thrown off her coal barges and run up stream with the speed she is reported to have, she could have disabled both the rams with her two 11-inch guns in iron casemate before either of them could get alongside of her. They tracked her along from point to point, found out exactly how she was operating, and made their disposition accordingly.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Lieutenant Commander George Brown.

WASHINGTON, D. C., *May* 28, 1863.

SIR: At this, my earliest opportunity, I respectfully submit to the department a report of the operations of the United States steamer Indianola while below Vicksburg, Mississippi; also, the particulars of the engagement with the rebel armed rams Queen of the West and William H. Webb, and armed cotton-clad steamers Dr. Batey and Grand Era, in which the Indianola was sunk and her officers and crew made prisoners.

In obedience to an order from Acting Rear-Admiral Porter, commanding Mississippi squadron, I passed the batteries at Vicksburg and Warrenton on the night of the 13th of February last, having in tow two barges containing about seven thousand bushels of coal each, without being once struck, although eighteen shots were fired, all of which passed over us.

I kept on down the river, but owing to dense fogs made but slow progress until the morning of the 16th, when, about ten miles below Natchez, I met the steamboat Era No. 5, having on board Colonel Ellet, of the ram fleet, and a portion of the officers and crew of the steamer Queen of the West. I then learned for the first time of the loss of that boat, and after consulting with Colonel Ellet I concluded to continue on down as far as the mouth of the Red river. On the afternoon of the same day I got under way, the Era No. 5 leading. On nearing Ellis's cliffs the Era made the pre-arranged signal of danger ahead, soon after which I made out the rebel steamer William H. Webb. Before I got within range of the Webb she had turned and was standing down stream with great speed. I fired two shots from the eleven-inch guns, but both fell short of her. She soon ran out of sight, and in consequence of a thick fog setting in I could not continue the chase, but was obliged to anchor.

I reached the mouth of the Red river on the 17th of February, from which time until the 21st of same month I maintained a strict blockade at that point.

I could procure no Red river pilots, and therefore did not enter that river. The Era No. 5 being unarmed, and having several prisoners on board, Colonel Ellet decided to go up the river and communicate with the squadron, and sailed at noon on the 18th of the same month for that purpose.

On learning that the Queen of the West had been repaired by the rebels and was nearly ready for service, also that the William H. Webb and four cotton-clad boats with boarding parties on board were fitting out to attack the Indianola, I left the Red river for the purpose of getting cotton to fill up the space between the casemate and wheel-houses, so as to be better able to repel the boarding parties.

By the afternoon of the 22d of same month I had procured as much cotton as I required, and concluded to keep on up the river, thinking that I would certainly meet another boat the morning following, but I was disappointed. I then concluded to communicate with the squadron as soon as possible, thinking that Colonel Ellet had not reached the squadron, or that Admiral Porter would expect me to return when I found that no other boat was sent below.

I kept the bunkers of the Indianola filled with coal, and would have sunk what remained in the barges; but knowing that if another boat was sent below Vicksburg I would be expected to supply her with coal, I concluded to hold on to the barges as long as possible. In consequence of having the barges alongside we could make but slow progress against the current; the result of which was, that I did not reach Grand Gulf until the morning of the 24th of the same month, at which point and at others above we were fired on by parties on shore. As I knew that it would be as much as I could do to get by the Warrenton batteries before daylight the next morning, I returned the fire of but one party.

At about half-past nine p. m. on the 24th of the same month, the night being very dark, four boats were discovered in chase of us. I immediately cleared for action, and as soon as all preparations were completed I turned and stood down the river to meet them. At this time the leading vessel was about three miles below, the others following in close order. As we neared them I made them out to be the rams Queen of the West and William H. Webb, and two other steamers, cotton-clad and filled with men.

The Queen of the West was the first to strike us, which she did after passing through the coal barge lashed to our port side, doing us no serious damage. Next came the Webb. I stood for her at full speed; both vessels came together bows on, with a tremendous crash, which knocked nearly every one down on board of both vessels, doing no damage to us, while the Webb's bow was cut in at least eight feet extending from about two feet above the water-line to the keelson.

At this time the engagement became general and at very close quarters. I devoted but little attention to the cotton-clad steamers, although they kept up a heavy fire with field-pieces and small-arms, as I knew that everything depended on my disabling the rams. The third blow crushed the starboard barge, leaving parts hanging by the lashings, which were speedily cut. The crew of the Indianola not numbering enough men to man both batteries, I kept the forward guns manned all the time, and fired them whenever I could get a shot at the rams. The night being very dark, our aim was very uncertain, and our fire proved less effective than I thought it at the time. The peep-holes in the pilot-house were so small that it would have been a difficult matter to have worked the vessel from that place in daylight, so that during the whole engagement the pilots were unable to aid me by their knowledge of the river, as they were unable to see anything. Consequently, they could do no more than obey such orders as they received from me in regard to working the engines and the helm. No misunderstanding occurred in the performance of that duty, and I

was enabled to receive the first five blows from the rams forward of the wheels, and at such angles that they did no more damage than to start the plating where they struck.

The sixth blow we received was from the Webb, which crushed in the starboard wheel, disabled the starboard rudder, and started a number of leaks abaft the shaft. Being unable to work the starboard engine, placed us in an almost powerless condition; but I continued the fight until after we received the seventh blow, which was given us by the Webb. She struck us fair in the stern, and started the timbers and starboard rudder box so that the water poured in in large volumes. At this time I knew that the Indianola could be of no more service to us, and my desire was to render her useless to the enemy, which I did by keeping her in deep water until there was two and a half feet of water over the floor, and the leaks were increasing rapidly as she settled, so as to bring the opening made by the Webb under water.

Knowing that if either of the rams struck us again in the stern, which they then had excellent opportunities of doing on account of our disabled condition, we would sink so suddenly that few if any lives would be saved, I succeeded in running her bows on shore by starting the screw-engines. As further resistance could only result in a great loss of life on our part, without a corresponding result on the part of the enemy, I surrendered the Indianola, a partially sunken vessel, fast filling with water, to a force of four vessels, mounting ten guns, and manned by over one thousand men.

The engagement lasted one hour and twenty-seven minutes. I lost but one killed, one wounded, and seven missing; while the enemy lost two officers and thirty-three men killed, and many wounded. Before the enemy could make any preparations for endeavoring to save the Indianola, her stern was under water. Both rams were so very much crippled, that I doubt whether they would have tried to ram again had not their last blow proved so fatal to us. Both signal-books were thrown in the river by me a few minutes before the surrender.

In conclusion, I would state that the 9-inch guns of the Indianola were thrown overboard, and the 11-inch guns damaged by being loaded with heavy charges and solid shot, placed muzzle to muzzle, and fired by a slow match, so that they were rendered useless.

This was done in consequence of the sham monitor, sent from above, having grounded about two miles above the wreck of the Indianola.

I have the honor to remain, very respectfully, your obedient servant,

GEORGE BROWN,
Lieutenant Commanding, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION THROUGH STEELE'S BAYOU AND DEER CREEK.

MISSISSIPPI SQUADRON,
Yazoo River, March 26, 1863.

SIR: Since my last communication with the department I have been absent on an expedition into the enemy's country, or that part which he professes to hold.

I have for some time past been under the impression that, by cutting our way through the woods, (which are all under water,) I could find an entrance into the river Yazoo, and thus get into the rear of Vicksburg without loss of life or vessels.

In consequence of this idea, and from information obtained from a negro, I made a reconnoissance with Lieutenant Commanding Murphy.

We started up Steele's bayou, which at low stages of water is nothing but a ditch, following it for about thirty miles. This part of the route was perfectly practicable, the creek, though very narrow, having five fathoms of water in it. Black bayou seemed to oppose our further progress; but, on a closer examination, we found that, by removing the trees, we could heave the vessels around the bends, which were very short, and left us not a foot to spare.

All we could hear of the route in advance was very favorable, having obtained as pilot a man well acquainted with the country. I determined to start immediately, having made arrangements with General Grant by which the army could co-operate with us.

On the 14th I started with the Louisville, Lieutenant Commander Owen, Cincinnati, Lieutenant Commanding Bache, Carondelet, Lieutenant Commanding Murphy, Mound City, Lieutenant Commanding Wilson, Pittsburg, Lieutenant Commanding Hoel, four mortars and four tugs.

The expedition went along finely until it reached Black bayou, a place about four miles long, leading into Deer creek. Here the crews of the vessels had to go to work to clear the way, pulling up trees by the roots or pushing them over with the iron-clads, and cutting away the branches above. It was terrible work, but in twenty-four hours we succeeded in getting through these four miles, and found ourselves in Deer creek, where we were told there would be no more difficulties.

General Sherman had arrived up with a small portion of his command; and as he had only twelve miles to march to Rolling Fork, (where we would meet with no further difficulties,) while I had to go thirty-two miles by water, I determined to push on. I found the channel much narrower than I expected, filled with small willows, through which we could scarce make our way, and the branches much overhanging. Still we made at first about a mile an hour, being assured by the pilot that we would find it better as we advanced. It certainly could not get worse.

We had succeeded in getting well into the heart of the country before we were discovered. No one would believe that anything in the shape of a vessel could get through Black bayou, or anywhere on the route. Still, however, as we molested no one, the inhabitants looked on in wonder and astonishment, and the negroes flocked in hundreds down to the banks of the creek to see the novel sight. Soon we were discovered by the government agent, who immediately began to apply the torch to the cotton, public and private. All along as far as the eye could see, there was nothing but cotton fires burning up, and many dwellings consuming with it. The only persons who saved their cotton were those who would not obey the order to burn. They felt confident we were not going to molest their private property, and their confidence saved them their cotton, which is still in their possession.

It was melancholy to see such fanatical destruction; but as we abstained from anything of the kind ourselves, it placed the two parties in strong contrast before the people of the country, and there were many remarks made not at all complimentary to the confederate government.

Finding that our presence was discovered, I pushed on the vessels as fast as the obstacles would permit, not making more than half a mile an hour. We were passing through a beautiful country, filled with live stock of all kinds, and containing large granaries of corn belonging to the confederate government. The people were more than surprised at the presence of such an expedition, having supposed themselves far removed from the "horrors of war," and there was a good deal of change of opinion on the part of some who never supposed they would be under the protection of the American flag once more.

After very great labor we arrived within seven miles of the Rolling Fork, where everything would be plain sailing before us.

We were here informed that some confederate agents, and some of the citizens, were forcing the negroes to cut down trees in our path. I immediately pushed on the tug Thistle, which had a boat howitzer on her, and she succeeded in reaching the first tree before it was cut down. She proceeded on, under charge of Lieutenant Commanding Murphy, while I followed in the Carondelet, the leading ship. The enemy succeeded at last in getting a large tree down, which stopped the progress of the tug, and then the negroes, with muskets at their breasts, were made to ply their axes until the creek was supposed to be sealed against our further advance.

The labor of clearing out these obstructions was very great, but there is nothing that cannot be overcome by perseverance. The character of the American sailors for endurance was particularly manifested on this occasion, as they worked night and day without eating or sleeping until the labor was accomplished.

I hoped by this time to have seen something of our army coming on, but they had their difficulties to contend with, as well as ourselves, and did not reach us in time. The transportation could not be procured at a moment's notice, and we had gone on faster than they expected.

When within three miles of Rolling Fork we discovered smoke in the direction of Yazoo river, and I was informed that the enemy were already landing troops to dispute our passage. I did not mind the troops so much as the timber they would cut in Rolling Fork. I immediately sent on Lieutenant Commanding Murphy, with two boat howitzers and 300 men, to hold Rolling Fork until we could cover it with our guns; which he did, occupying also an Indian mound some sixty feet high, which commanded the whole country.

After working all night and clearing out the obstructions, which were terrible, we succeeded in getting within 800 yards of the end of this troublesome creek; had only two or three large trees to remove, and one apparently short and easy lane of willows to work through. The men being much worn out, we rested at sunset.

In the morning we commenced with renewed vigor to work ahead through the willows, but our progress was very slow; the lithe trees defied our utmost efforts to get by them, and we had to go to work and pull them up separately, or cut them off under water, which was a most tedious job. In the mean time the enemy had collected and landed about 800 men and seven pieces of artillery, (from 20 to 30-pounders,) which were firing on our field-pieces from time to time, the latter not having range enough to reach them.

I was also informed that the enemy were cutting down trees in our rear to prevent communication by water, and also prevent our escape; this looked unpleasant. I knew that 5,000 men had embarked at Haines's Bluff for this place immediately they heard that we were attempting to go through that way, and, as our troops had not come up, I considered it unwise to risk the least thing; at all events, never to let my communication be closed behind me. I was somewhat strengthened in my determination to advance no further until reenforced by land forces, when the enemy at sunset opened on us a cross fire with six or seven rifled guns, planted somewhere off in the woods, where we could see nothing but the smoke. It did not take us long to dislodge them, though a large part of the crew being on shore at the time, we could not fire over them or until they got on board.

I saw at once the difficulties we had to encounter with a constant fire on our working parties, and no prospect at present of the troops getting along. I had received a letter from General Sherman informing me of the difficulties in getting forward his men, he doing his utmost, I know, to expedite matters.

The news of the falling trees in our rear was brought in frequently by

negroes who were pressed into the service for cutting them, and I hesitated no longer about what to do. We dropped down again, unshipped our rudders, and let the vessels rebound from tree to tree.

As we left, the enemy took possession of the Indian mound, and in the morning opened fire on the Carondelet, Lieutenant Murphy, and Cincinnati, Lieutenant Bache; these two ships soon silenced the batteries, and we were no longer annoyed.

The sharpshooters hung about us, firing from behind trees and rifle pits; but with due precaution we had very few hurt—only five wounded by rifle balls, and they were hurt by being imprudent.

On the 21st we fell in with Colonel Smith, commanding 8th Missouri and other parts of regiments; we were quite pleased to see him, as I never knew before how much the comfort and safety of iron-clads, situated as we were, depended on the soldiers. I had already sent out behind a force of 300 men to stop the felling of trees in our rear, which Colonel Smith now took charge of. The enemy had already felled over forty heavy trees, which Lieutenant Commander Owen, in the Louisville, working night and day, cleared away almost fast enough to permit us to meet with no delay.

Colonel Smith's force was not enough to justify my making another effort to get through; he had no artillery, and would frequently have to leave the vessels in following the roads.

On the 22d we came to a bend in the river, where the enemy supposed they had blockaded us completely, having cut a number of trees altogether, and so entertwined that it seemed impossible to move them. The Louisville was at work at them, pulling them up, when we discovered about three thousand rebels attempting to pass the edge of the woods to our rear, while the negroes reported artillery coming up on our quarter.

We were all ready for them, and when the artillery opened on us we opened such a fire on them that they scarcely waited to hitch up their horses. At the same time the rebel soldiers fell in with Colonel Smith's troops, and after a sharp skirmish fled before the fire of our soldiers. After this we were troubled no more, and dropped down quietly until we fell in with General Sherman, who, hearing the firing, was hurrying to our support. I do not know when I felt more pleased to see that gallant officer, for without the assistance of the troops we could not without great loss have performed the arduous work of clearing out the obstructions. We might now have retraced our steps, but we were all worn out. The officers and men had for six days and nights been constantly at work, or sleeping at the guns. We had lost our coal barge, and the provision vessel could not get through, being too high for such purposes.

Taking everything into consideration, I thought it best to undertake nothing further, without being better prepared, and we finally, on the 24th, arrived at Hill's plantation, the place we started from on the 16th.

Altogether this has been a most novel expedition. Never did those people expect to see iron-clads floating where the keel of a flatboat never passed. Though nothing has resulted from it, more than annoying the enemy and causing him to expend his resources, it has been of great service to the crews, and given me an insight into the character of the commanders and officers of the expedition. I must say that they deserve my warmest commendation for the perseverance and coolness they exhibited during the arduous undertaking. As to the iron-clads themselves, I beg leave to withdraw everything I may have said to their disparagement, for I never yet saw vessels so well adapted to knocking down trees, hauling them up by the roots, or demolishing bridges; we necessarily destroyed all that came in our way, and it has cut off for the present all the means of transporting provisions to Vicksburg.

We destroyed a large amount of confederate corn, captured a large number of mules, horses and cattle. The rebels themselves burnt over twenty thousand

bales of cotton, and we burnt all that we found marked C. S. A.; have taken on our decks, and on the mortar boats, enough to pay for the building of a good gunboat.

The soldiers enjoyed the excursion amazingly, the fine country through which we travelled being quite different from the swamp where they have spent the winter. Had we succeeded entirely it would have been a severe blow to this part of the country; but it was not to be, and we must console ourselves with the damage we did the enemy and the moral effect of penetrating into a country deemed inaccessible. There will be no more planting in those regions for a long time to come. The able-bodied negroes left with our army, carrying with them all the stores laid up by their masters (for whom they showed little affection) for harder times. I regret to say that we lost one officer, Henry Sullivan, acting third assistant engineer of the tug Dahlia, who was struck by a rifle shot and died of his wounds. Only two were severely wounded. The boats of some of the vessels were badly damaged (which was about the only serious injuries) in crashing through the trees.

We performed a distance of seventy miles each way, making one hundred and forty miles of the most severe labor officers and men ever went through. We found our new mortar boats (though badly built) well adapted for this kind of business, and very useful in clearing the woods of sharpshooters.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy. Washington, D. C.

Additional.

I look upon it as a great misfortune that this expedition did not get through, for it would have been a most perfect surprise; would have thrown into our hands every vessel in the Yazoo, and every granary from which the rebels could draw a supply.

The great difficulty seems to have been for want of more promptness in moving the troops, or rather I should say, want of means for the moving of troops, for there were never yet any two men who would labor harder than Generals Grant and Sherman to forward an expedition for the overthrow of Vicksburg.

At one time I felt most uncomfortable, finding the enemy increasing in strength in front of me, cutting down trees behind me, and in front a chance of blocking up the feeders of the canal and letting the water out, and not a soldier of ours in sight, or (by the answers I received to my communication) any prospect of any coming in time to prevent a landing of the enemy. I never knew how helpless a thing an iron-clad could be when unsupported by troops; our guns were three feet below the levee; the woods stood just far enough back to enable the sharpshooters to pick off our men, without our being able to bother them, except with the mortars, which kept them off.

When the army did come up it was without provisions; we had to subsist them partly. They left their artillery at Hill's landing, to protect that place, and I felt uneasy about them whenever they would get away from the guns of the iron-clads. Under the circumstances I could not afford to risk a single vessel, and therefore abandoned the expedition. I knew the difficulties to be overcome ahead after we were once discovered, and the impossibility of doing anything with the want of preparation on the part of the army to follow this matter up. The army officers worked like horses to enable them to accom-

plish what was desired, but they were behind time, and that ended the matter. No other general could have done better, or as well, as Sherman, but he had not the means for this peculiar kind of transportation.

With the end of this expedition end all my hopes of getting into Vicksburg in this direction; had we been successful we could have made a sure thing of it, provided the army had been pushed on in sufficient numbers. It is not likely that they would have been, want of a certain kind of transportation being felt.

All we can do here now is to harass the enemy by keeping his troops moving to and fro; they will never again be caught by surprise, for after this attempt they will guard every ditch leading into the Yazoo.

As to any harm that gunboats can do Vicksburg, it is not to be taken into consideration at all; the batteries at that place could destroy four times the number we have here, and not receive any damage in return.

There is but one thing now to be done, and that is to start an army of 150,000 men from Memphis via Granada, and let them go supplied with everything required to take Vicksburg; let all minor considerations give way to this, and Vicksburg will be ours. Had General Grant not turned back when on the way to Granada, he would have been in Vicksburg before this.

Admiral Farragut's vessels can cut off the supplies at Port Hudson and Red river if he confines them solely to that business—it is the only way in the world of their getting supplies; but if he risks his vessels by trying to capture the Queen of the West or the Webb, he might as well not attempt the blockade.

The Yazoo Pass expedition at first bid fair to do well, but I am afraid it won't amount to much—merely a kind of duel between batteries and iron-clads, in which shell and powder are expended without any use.

Though I feel relieved to get back safe with all the vessels, yet, sir, I see the misfortune of not having succeeded. It would have been a splendid performance.

Now we must console ourselves with the damage we did the enemy, in having his cotton burned and his corn and live stock destroyed. The demoralization of the negroes was complete, and I much fear that terrible scenes will be enacted in the district through which we went. The slave there has been told that he is free, and more than any place that I have seen do the slaves seem determined to maintain what to them seems a most precious boon. I do not blame them, for slavery exists in its worst form in the valley of the Mississippi. Excuse me, sir, for sending you so long a communication.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

YAZOO PASS EXPEDITION.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, March 26, 1863.

SIR: I have the honor to enclose a report from Lieutenant Commander Foster, of the Chillicothe, and one from Lieutenant Commander Smith. The Yazoo Pass expedition does not seem to be doing much beyond exchanging shots with the batteries. The Chillicothe, from all accounts, has proved herself unfit to engage a battery, the bolts confining the iron to the ship having been found very destructive to those on board. The Chillicothe has suffered a good deal in killed and wounded, as will appear by the report of her commander.

* * * * * * *

Lieutenant Commander Smith, who commanded the Yazoo Pass expedition, was taken sick soon after entering the Tallahatchie and after operations commenced, and was sent back in, I fear, a dying condition. I depended a good deal on his energy in carrying out my orders, for the success of the expedition. Unless the fort is taken before this, General Grant has ordered the troops to return. They have only retarded our movements so far, there being no chance of landing them at the place where the rebels have blockaded the river.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Watson Smith.

UNITED STATES SHIP RATTLER,
Tallahatchie River, March 11, 1863.

SIR: Stood on this morning to within a mile of the battery, and went ahead with General Rush, in the Chillicothe, to observe. A turn brought us within view of the enemy's works; almost immediately they opened fire from five guns. One shell struck the Chillicothe on the starboard side of the starboard forward port, damaging the plate, and breaking and starting several bolts; another struck on the port side, ahead, six inches above water—a conical rifle shot, making as great an indentation as possible without breaking through; another glanced from the deck. Captain Foster, in reply, threw three shells from his 11-inch guns. With this knowledge of their strength and position, we then turned the point until covered by the trees, and arranged to advance as soon as the army should report ready, which would not be until morning. In the afternoon the rebels appeared to be shipping cattle and goods from the battery, which we believed to be indications that they were preparing to leave.

Advanced the Chillicothe, the De Kalb following, the Lioness in readiness, and was about to bring up the Rattler, but going on board the Chillicothe, found her already much injured by the shot of the enemy, one of which struck between the slide covers of the port forward port, which was at the time sufficiently ajar to allow the rammer handle to pass out. The men were in the act of sending the shell down, when this shell striking the Chillicothe's shell, both exploded, (fragments of each being found,) killing two men, and wounding eleven others, three of them perhaps mortally. The 11-inch was struck on the muzzle, damaging, but not disabling it; the slide covers of this port were blown off, one going overboard. Other shots struck, killing one man. The Chillicothe and De Kalb were strengthening themselves with cotton when advanced, and I now withdrew them for the purpose of completing that defence. The short distance, and the stream being narrow, prevents the easy use of two vessels upon the fort. I have, therefore, landed the 30-pounder Parrott gun from the broadside of this vessel; and, with the assistance of the troops, expect to have it in position to annoy the rebels' best gun, at about six hundred yards, by morning, and well protected by cotton and earth. Of the seven shells fired by the Chillicothe, two appeared to burst well, and two to strike a steamboat lying just beyond the fort below Greenwood. There is a steamer sunk there by the rebels, not quite in position desired by them.

A rebel called over this afternoon, stating that they had a vessel ready for the Chillicothe. She will be guarded, and, if boarded, will, if possible, be swept by our own vessels, her crew going below. This is different from engaging

with head up stream. The Chillicothe works well, but the De Kalb and other stern-wheels are very awkward. The base of a rifle shell, measuring 6½ inches, shows the size of one of their guns; another seems like a sixty-eight; another a 4½-inch rifle.

Mr. Morton, the pilot, was badly blown by the explosion of the shells on board the Chillicothe; he is not seriously injured, and will soon be on duty.

I shall use all the means we have of silencing this battery—the mortar, with the others, when it arrives. The Chillicothe's turret is not well backed; neither she nor the De Kalb can stand those rifled shot.

I have not ascertained sufficiently about the raft, to speak of it with certainty.

My letter of yesterday acquaints you with our situation as regards provisions and fuel. Those of us that are but partly manned feel the want of men; the soldiers serve the guns well, but the others are needed. It is with difficulty that the small boats can be manned.

The small army steamer has arrived, not having been interfered with by guerillas.

Midnight.—The rebels are busy at something; don't think they are leaving. The Yallabusha is probably fortified at each bluff, as they feared for Granada. I am obliged to keep steam now at night, which is exhausting to the coal.

Respectfully yours,

WATSON SMITH,
Lieutenant Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander James P. Foster.

UNITED STATES GUNBOAT CHILLICOTHE,
Tallahatchie River, Mississippi, March 22, 1863.

SIR: When I last wrote you, a retrograde movement was unanimously agreed upon, it being hazardous to remain longer. This movement was postponed, but, on the morning of the 19th instant, was reagreed upon, and we started for Helena in the perfect belief that there was no hope of reducing Fort Greenwood (or Pemberton) without a strong re-enforcement of heavy iron-clads.

Since our departure (to-day) we have met on the Tallahatchie river General Quimby and his command *en route* for Fort Greenwood. General Quimby states to me that other large land forces were on their way also to join in the attack on Fort Greenwood, and that his forces and armament would be such, that with the gunboats of the Mississippi squadron, composing the Yazoo Pass expedition, failure is impossible, in his opinion. I send you a copy of his letter of request, and while I feel the responsibility, without consulting you of it, being impossible, I still feel and hope that, in complying with General Quimby's request, I shall meet your hearty approval, notwithstanding the disabled condition of the Chillicothe, and the shortness of ammunition and provisions; the latter, General Quimby promises to furnish for the present. It is proper for me to say that General Ross, with whom the gunboats have heretofore been co-operating, and who, during the whole expedition, has been indefatigable in his exertions to render it successful, had it been possible with the forces before engaged, remains quiet, but thinks we can take the fort if re-enforced by gunboats.

From my knowledge of General Ross, I have to say that I believe him to be as sincere as I know him to be magnanimous and brave. Colonel Wilson joins in the renewal of the Yazoo Pass expedition, and from his known engineering

abilities, and his well-established patriotism, I can but accord to his opinion great weight.

I hope that the expedition will redound to our cause, and I fervently hope to despatch to you that the gunboats of the Yazoo Pass expedition, in conjunction with the army, have added other laurels to our flag.

After we pass Fort Greenwood, if not before, I think it will be absolutely necessary to our perfect success to have at least two more heavy iron-clads. Two months' provisions are required now for what gunboats are here of all classes.

I regret to say that I have just heard pretty reliably that the Rattler, *en route* for Helena, and in command of Acting Master Fentress, late executive officer of the Rattler, was attacked in the Tallahatchie river, and during the action lost two men killed and several wounded. I also regret to say that Lieutenant Commander Smith was said to be dying.

The wounded of the Chillicothe, in the actions of the 11th, 13th, and 16th, that have been retained here, are doing well; I, however, sent the worst cases to the fleet surgeon, except the wounded soldiers doing duty as marines. These latter I sent to the army hospital boat. I will remain off Fort Greenwood ten days, and await your answer to former despatches.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

List of killed and wounded on board the Chillicothe.

UNITED STATES MISSISSIPPI SQUADRON,
United States Gunboat Chillicothe, March 11, 1863.

The following is a list of the killed and wounded during the action of to-day:

J. F. Morton, pilot, wounded; Thos. Greenslade, quarter-gunner, killed; Jerry Norton, marine, killed; Jno. G. Singleton, marine, killed; Jno. Henderson, marine, killed; Henry B. Levague, boatswain's mate, wounded; Newton Porter, marine, wounded; Jas. M. Young, marine, wounded; Jas. F. Holladay, marine, wounded; Patrick Conner, marine, wounded; Robt. Brown, marine, wounded; J. A. Briton, marine, wounded; C. C. Huff, marine, wounded; Stephen N. Cornell, seaman, wounded.

W. C. FOSTER,
Acting Assistant Surgeon.

List of the wounded on board the United States gunboat Chillicothe, in the action before Fort Greenwood, on March 13, 1863.

Francis O'Neil, landsman, wounded badly in arm; Leopold Trost, marine, wounded in the face; Roney Hupple, seaman, contusion of the hand; John Mitchell, seaman, violent contusion of brain; D. Miller, marine, wounded in the hand; Harrison Gill, landsman, wound of the hand.

W. C. FOSTER,
Acting Assistant Surgeon, Chillicothe.

List of killed and wounded on board the United States gunboat Chillicothe, during action at Fort Greenwood, March 16, 1863.

John Young, seaman, wounded in right side; Christopher Talbot, cabin boy, wounded, by falling overboard, as we were going into action.

W. C. FOSTER,
Acting Assistant Surgeon, United States Navy.

Report of killed and wounded on the Rattler.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

SIR: I have the honor to enclose a list of the killed and wounded on board the United States steamer Rattler, on her passage out of the Tallahatchie river, March 19, 1863.

Very respectfully, your obedient servant,

D. D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER RATTLER,
Tallahatchie River, March 19, 1863.

SIR: I have the honor to report the following killed and wounded aboard this vessel:

Killed.—Jeremiah Harrington, seaman; ball passing through external carotid artery.

Wounded.—George S. West, acting ensign; ball entered left side, between 9th and 10th ribs, passing round anterior to the bowels, lodging below right nipple; the patient will recover.

Respectfully, your obedient servant,

W. H. WILSON,
Acting Assistant Surgeon, Steamer Rattler.

WALTER E. H. FENTRESS,
Acting Master, Commanding U. S. Steamer Rattler.

Extract from report of Rear-Admiral Porter.

YAZOO RIVER, *April* 11, 1863.

* * * * * * * *

The Yazoo Pass expedition has done harm to the enemy, though not as successful as I intended it to be. It caused the enemy to sink the Star of the West, Magnolia, and Natchez—three of their best vessels. The squadron chased the steamer 35th Parallel on shore, where she was burnt, with three thousand bales of cotton. One steamer transport was sunk by our shells, and one other, I believe, destroyed to avoid falling into our hands.

The fort (Pemberton) was silenced at one time by our gunboats, and re-

mained so for a day. The army did not think themselves strong enough to attempt the assault; waited for re-enforcements and lost their chance.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Further report of Acting Rear-Admiral Porter.

MISSISSIPPI SQUADRON,
Yazoo River, April 13, 1863.

SIR: I have the honor to enclose you a report of the Yazoo Pass expedition, from Lieutenant Commander Foster, who took command after Lieutenant Commander Watson Smith was obliged to give up from extreme illness.

The department will observe that the Chillicothe has proved herself entirely unfit for a fighting vessel, as she now is; her backing of fine wood, twelve inches thick, being found inadequate to stand shot.

The Baron De Kalb, supposed to be an inferior vessel, received no damage of any consequence.

The department can form their opinion of the importance of the expedition from the report of Lieutenant Commander Foster. Fort Pemberton was fairly whipped and silenced by the De Kalb and Chillicothe. No attempt was made by the troops to assault or take possession. At one time the enemy had not a charge of powder in the fort; and the shells of our vessels were passing through seven bales of cotton, which must have made the place untenable.

There were difficulties in the way of an assault, but whether they were sufficient to stop the troops, when the fort was silenced, I am unable to say.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant Commander Foster.

UNITED STATES STEAMER CHILLICOTHE,
April 13, 1863.

SIR: On the 18th March, in consequence of the ill health of Lieutenant Commander Watson Smith, I fell into the command of the Yazoo Pass expedition, and have to make the following report:

The orders which were turned over to me by Lieutenant Commander Smith were positive, and urged the necessity of pushing on, urging him by no means to delay, as the success of the expedition depended entirely upon the rapidity of the movement. Had these instructions been carried out, I have no doubt that the expedition would have been successful, and that we would have reached Yazoo City in half the time that we were in making Fort Pemberton; and as there was no opposition at that time of sufficient force to check us, we would have had complete control of the river, with all their steamers at our mercy.

Success here, and the controlling power of the Cold Water, Tallahatchie, Yal-

labusha, and Yazoo rivers would, in my opinion, have opened a sure road to Vicksburg, as it is by these rivers that they receive most of their supplies.

The first attack made on Fort Pemberton was on the 11th of March, on a reconnoissance, about 11 a. m., when five or six shots were exchanged, doing little or no damage. On the afternoon of the same day the Chillicothe again went down and opened fire on the fort. During the action the Chillicothe had four men killed and fifteen wounded; after having a whole gun's crew disabled the Chillicothe withdrew.

The Chillicothe is a perfect failure, as a fighting vessel, and will have to be repaired before going into action again.

On the 13th the Chillicothe and Baron De Kalb got under way at 11.30 a. m., and commenced the attack on Fort Pemberton, at seven hundred and eighty yards. The Chillicothe remained in action one hour and thirty-eight minutes. During this action she received forty-four shots; and after expending nearly all her ammunition of five-inch and ten-inch shells, retired by order of the commanding officer. On the retiring of the Chillicothe the fort ceased firing, although the De Kalb remained, and kept firing slowly during the remainder of the day.

Deserters and prisoners captured reported that their guns were silenced, and that the fort would have been taken had our forces advanced, as they were entirely without ammunition.

On the 18th we retired, believing the fort too strong for the forces there engaged, and being short of ammunition.

The day after leaving Fort Pemberton the Chillicothe, De Kalb, light-draughts, &c., arrived before the fort again; and at the suggestion of General Quimby the Chillicothe took her old position before the fort, firing three shots for the purpose of drawing the enemy's fire; failing in this, she withdrew. We, along with those on shore, were under the impression that the enemy blew up a torpedo just forward the Chillicothe's bow.

We remained twelve days waiting for the army to do something; and when General Quimby was ordered to withdraw his forces, we brought up the rear.

We captured five prisoners, three of whom I have paroled at Helena; the remaining two I shall send to you.

On our return to the fort we remained twelve days, and during the whole of that time nothing was done by General Quimby towards the reduction of the fort. On meeting General Quimby, I told him that it was impossible to take the fort without heavy siege guns; he said that he had a number of heavy 24-pounders, and would procure others without delay, and expressed his entire confidence as to the capture of Fort Pemberton. I then, at his earnest and written request, (a copy of which I have sent you,) returned with him, and remained until the army was ordered to withdraw. The cotton captured and destroyed is about 4,000 to 5,000 bales.

The Yazoo Pass, Cold Water, and Tallahatchie, at the present, are in good condition, and no difficulty is experienced in their navigation.

The enemy burnt two large steamers, the 35th Parallel (supposed to have on board 2,500 bales of cotton) and the Magnolia, cargo reported to be cotton. In addition to these, they sunk the Star of the West near the fort. The enemy lost, by his own acknowledgment, 12 men in killed and wounded.

The gunboats, had they pushed on even after the delay at Helena, would have reached Fort Pemberton before a spade was put in the ground for its erection.

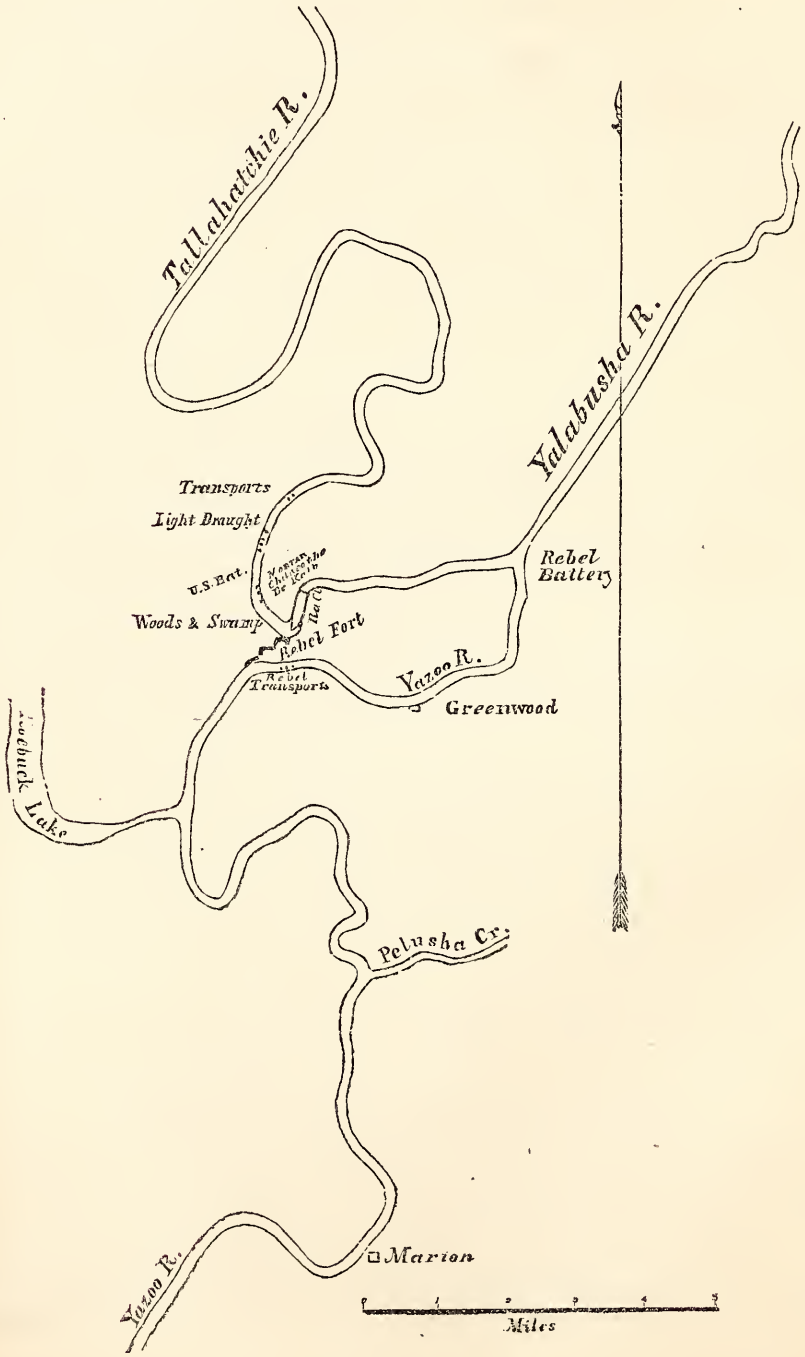
In conclusion, let me again say, had the expedition been carried out as it was originally planned, and had not the army detained us by the slowness of their movements, the expedition would have been a complete success.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

MAP OF OPERATIONS OF THE YAZOO PASS EXPEDITION, UNDER COMMAND OF LT. COM. WATSON SMITH, U. S. N., 1863.



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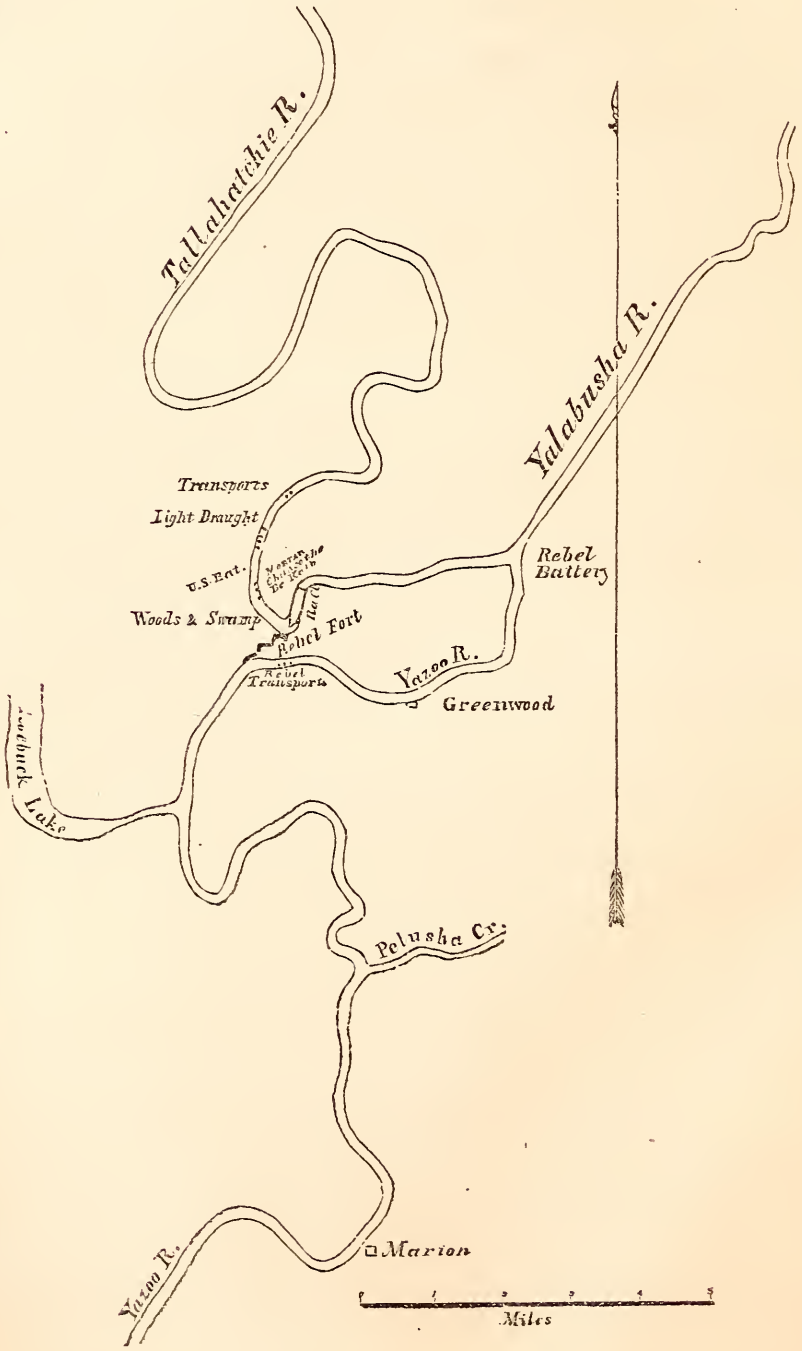
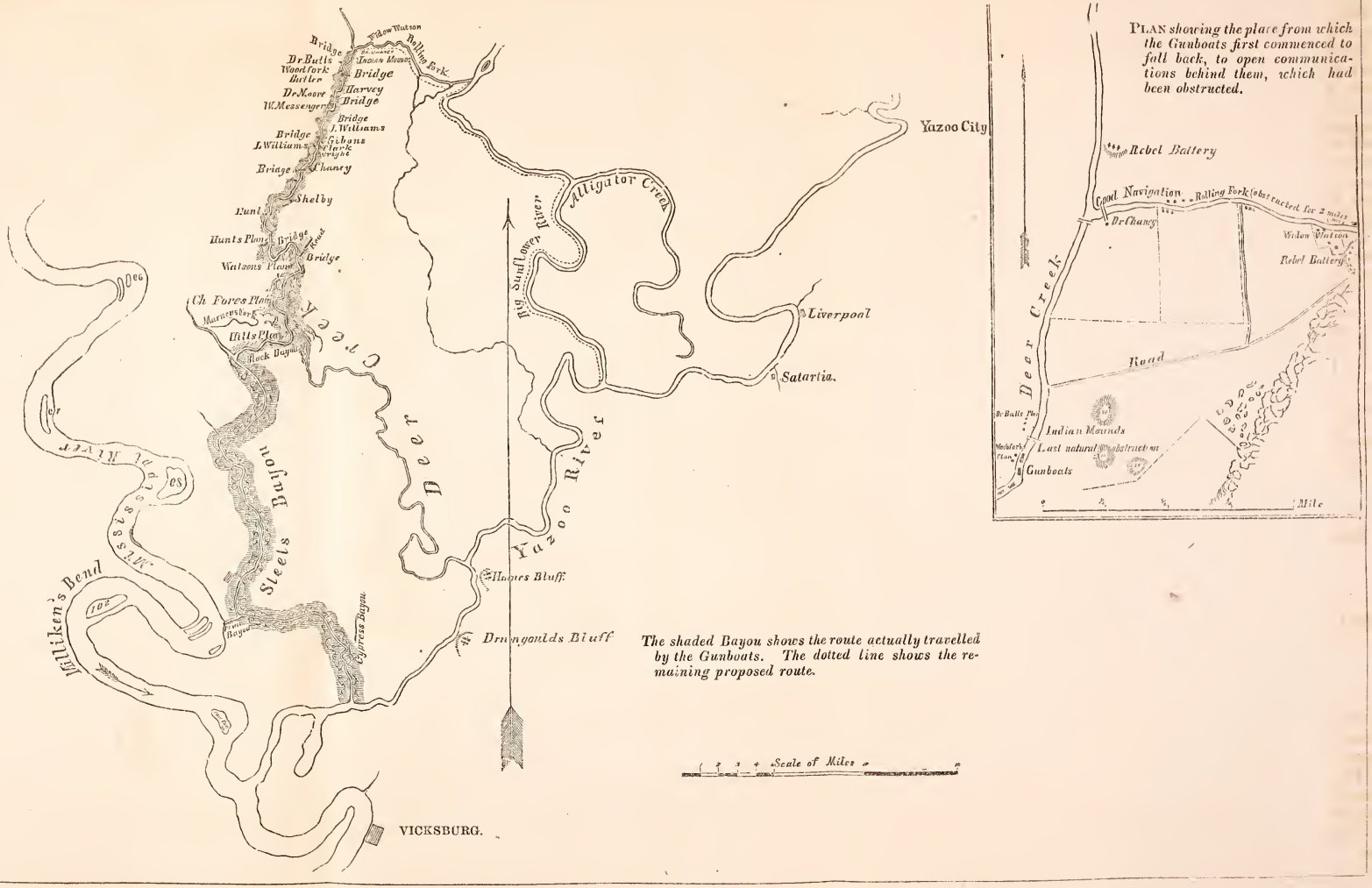


MAP SHOWING THE ROUTE OF THE LATE EXPEDITION, COMMANDED BY REAR ADMIRAL PORTER, U. S. N., IN ATTEMPTING TO GET INTO THE YAZOO RIVER BY THE WAY OF STEEL'S BLUFF AND DEER CREEK.



PLAN *showing the place from which the Gunboats first commenced to fall back, to open communications behind them, which had been obstructed.*

Report of Lieutenant Commander John G. Walker.

UNITED STATES GUNBOAT BARON DE KALB,
Mouth of Yazoo, April 13, 1863.

SIR: I have the honor to submit the following report of the operations of this vessel before Fort Pemberton, Tallahatchie river:

We arrived before the fort on the 11th of March, and after examining the work prepared for action, but, owing to the temporary disabling of the Chillicothe, by a shot from the enemy, were ordered to withdraw. On the 13th went into action at 10.45 p. m., in company with the Chillicothe and mortar boat, engaging the fort at about eight hundred yards. The engagement was severe until about 2 p. m., when the Chillicothe was forced to retire for the want of ammunition. This vessel remained in her position until dark, firing upon the enemy at intervals of fifteen minutes, the enemy having ceased firing. After dark, by order of Lieutenant Commander Smith, she was backed up to her old position.

The enemy fired but few shots after 2 p. m. On the 15th, landed an 8-inch gun, with a supply of ammunition, and placed it in battery on shore, with a crew to work it. At 12.30 p. m., on the 16th, we again moved into action, but the Chillicothe being disabled in a few minutes after getting under fire, withdrew by order. On the 19th took on board the 8-inch gun from the shore battery.

In the engagement of the 13th the loss on board this vessel was:

John O'Neil, quartermaster, killed; Robert Murphy, ordinary seaman, killed; F. E. Davis, master's mate, mortally wounded, since dead; G. W. Male, seaman, lost a leg; John McGovern, seaman, slightly wounded; Frank McGuire, seaman, slightly wounded.

This vessel was considerably cut up, losing ten gun-deck beams, having the wheel-house and steerage badly knocked to pieces, and various other damages to the wooden parts of the vessel, but nothing to render her unserviceable.

I am, sir, very respectfully,

JOHN G. WALKER,
Lieutenant Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

SINKING OF THE LANCASTER AND SWITZERLAND (RAMS) IN PASSING THE VICKSBURG BATTERIES.

MISSISSIPPI SQUADRON,
Yazoo River, March 26, 1863.

SIR: During my absence on an expedition into the enemy's country General Ellet, at the request of Admiral Farragut, sent the rams Switzerland and Lancaster to run the batteries at Vicksburg.

The Lancaster was sunk and the Switzerland disabled. These vessels were not at all prepared for so hazardous an adventure, nor at all suited for any service that will take them any distance from a machine shop.

I send you a letter from General Ellet on the subject, in answer to one from me.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter of Acting Rear-Admiral Porter to General A. W. Ellet.

UNITED STATES MISSISSIPPI SQUADRON,
Yazoo River, March 26, 1863.

GENERAL: Will you please inform me by what authority you sent the rams Lancaster and Switzerland past the batteries at Vicksburg in open day, and without taking any precaution to guard their hulls. One of these vessels has in consequence been sunk, and the other damaged extensively, which might very well have been expected under the circumstances.

You will also inform me who were the commanders of those vessels, and all of the circumstances attending this unfortunate affair.

Very respectfully, &c.,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Brigadier General A. W. ELLET,
Com'dg Marine Brigade, Mississippi Squadron.

Report of General A. W. Ellet.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flag-Ship Autocrat, above Vicksburg, March 25, 1863.

ADMIRAL: In compliance with your instructions, I would respectfully report that the Switzerland and Lancaster were sent past the batteries at Vicksburg by my order this morning, in consequence of receiving an urgent request from Admiral Farragut for their assistance to aid him in keeping the river open from Vicksburg to Port Hudson, and in destroying the enemy's communication from Red river, and also for the purpose of passing troops over the river to Warrenton to aid in the destruction of the formidable batteries now being constructed at that point.

The boats started before daylight. You have been misinformed of the passage being made in open day. It is true that in consequence of the injury that the boats sustained they did not get past before the sun had risen; yet, if they had not been injured and obliged to float, they would have made the passage before it was fully light.

The Lancaster, I regret to say, is a total loss. Her boilers were exploded, and being a very rotten boat she went to pieces and sunk immediately. She was commanded by Lieutenant Colonel John A. Ellet.

The Switzerland was commanded by Colonel Charles R. Ellet in person, who also commanded the expedition. She received a number of shots, but being a stronger boat was not much injured. Her boiler was exploded by a plunging shot. In other respects the damage was not material. She will be repaired in a few days, and is in a position where I trust she may be able to redeem whatever of mishap has attended the passage of the Vicksburg batteries.

I have the honor to be, very respectfully,

ALFRED W. ELLET,
Brigadier General, Com'dg Miss. Marine Brigade.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letters from Rear-Admiral Farragut to Acting Rear-Admiral Porter.

UNITED STATES FLAG-SHIP HARTFORD,
Bel w Vicksburg, March 25, 1863.

DEAR ADMIRAL: I find myself in a most awkward predicament, being here with only my ship and the little Albatross as a tender, perfectly unable to do anything but go up and down the river, or, what is of much more importance, blockade the mouth of Red river for a limited period. I have expressed the desire to you to have an iron-clad, one, at least, and two rams to assist me in this matter, and I now repeat it, so that, when it becomes absolutely necessary for me to go down the river to replenish my provisions and resume my duties in command of the blockading squadron, that I may be able to do so without reopening the Red river trade. There is nothing below, or in Red river, that could successfully compete with an iron-clad and two rams. General Ellet called on me to know if I desired two of his rams; I replied to him that I needed such vessels and would be very much gratified to have them, but I would not interfere with Admiral Porter—that I understood his boats to be a component part of your fleet. He said all he desired was to know if I considered it a benefit to the country and the cause to have them below Vicksburg; to which I replied "certainly;" and he said that was all he wanted to know, and that he should run two down in the night. I told him although I was very anxious for the force I had asked of you, and was ignorant of your relative positions, I feared he was wrong in doing so, although it might be done with safety during the darkness of the night, which he said he would avail himself of. I had made an arrangement with General Grant, and more particularly with Colonel Wood, of the 76th Ohio volunteers, to convoy a party to Warrenton and cover their attack on that place for the purpose of breaking up a casemated battery the enemy had built there, which General Ellet proposed his two rams could carry over, while we attacked the battery when they should arrive below. All these arrangements were made; the troops ready for embarcation; the night serene and beautiful, so much so that I sincerely hoped the general would not think of sending his vessels down; and, just as I had come to that conclusion, between half past 5 o'clock and 6 in the morning, I heard the batteries open. I felt that all was lost unless by the merest accident. My fears were realized. The Lancaster was totally destroyed; the Switzerland had two shots in her boilers, otherwise not materially injured. My engineer says her boilers can be repaired in a week; not a man killed; two or three unfortunate negroes were badly scalded, some of whom may die. It was a wonderful escape for the crew.

I write this letter for two purposes: first, to exonerate myself from any charge of a disposition to interfere with your command; and, secondly, with a hope to excuse General Ellet from any feeling to do that which he thought would be disagreeable to you; but, on the contrary, all who surrounded him at the time thought, and so expressed themselves, that it would be in accordance with your wishes if you were present. In conclusion, I beg leave to state that I shall now return to the mouth of Red river, which I consider the limit of my jurisdiction under my old orders, but which will be curtailed to below Port Hudson, when once I pass that place, until it is captured by our forces. On my arrival below I shall endeavor to communicate with General Banks, across the isthmus opposite Port Hudson, when he will have a full understanding of General Grant's views as to an attack on that place above and below.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding Western Flotilla.

UNITED STATES FLAG-SHIP HARTFORD,
Below Vicksburg, March 25, 1863.

DEAR ADMIRAL: Since my last letter I have received your last letter by my secretary, Mr. Gabaudon, and am delighted to find that our ideas agree so well on the subject of the blockade of Red river, but you say nothing of the iron-clads and rams to assist me in that operation, when I shall be compelled to leave them and make my way down to New Orleans. I was in hope that you would have been here in time and sent me an iron-clad down to assist me in demolishing the casemated battery at Warrenton, unless a force is landed and captures it—a thing I think easily accomplished at present, as the town is surrounded by water, and assistance, except by infantry, is not easily obtained. My isolated position requires that I should be more careful of my ship than I would likely be if I had any fleet with me, as I cannot get to a machine shop to obtain the most ordinary appliances for repairs without fighting my way to them. I deeply regret the rashness of General Ellet in sending his boats past the batteries in broad daylight, as it afforded the enemy nothing but a target practice. You say truly when you say that I have had some disasters in my own fleet similar to those of the Indianola. I consider the Galveston affair the greatest blow that the navy has sustained during the war. It has emboldened our enemies, and, in many cases, demoralized our own people. We are pretty well prepared for their boarding. Wishing you every success in your undertaking,

Your friend and obedient seervant,

D. G. FARRAGUT,
Rear-Admiral.

Admiral D. D. PORTER,
Commanding Western Flotilla.

Extract from despatch of Rear-Admiral Porter.

MISSISSIPPI SQUADRON,
Yazoo River, April 11, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant. I have already informed you of the cause of the disaster to the ram Lancaster, in relation to which I had nothing to do, being absent at the moment, and being unwilling at any time to send down that class of vessels unless at night and properly prepared.

SELFRIDGE'S "CUT-OFF."

No. 195.] MISSISSIPPI SQUADRON,
Yazoo River, April 16, 1863.

SIR: I have the honor to enclose a letter from Lieutenant Commander Thomas O. Selfridge, which is interesting from the fact that it shows how easily cut-offs are made in the Mississippi, when conducted with ordinary intelligence. I send a diagram which will explain the operation. We have been threatened for some time past with an attack from the Arkansas rebels in steamers. Every provision was made to meet it. Lieutenant Commander Selfridge saw the difficulty in defending the mouths of White and Arkansas rivers while kept so far apart by a useless neck of land, and proposed to me to cut it. I ordered him to do so, and he passed through with his vessel twenty-four hours after he cut the bend, thus saving a distance of over ten miles. The mouths of Arkansas

and White rivers are now brought close together, and a small force can defend both.

One of the worst points for guerillas is also cut off, as those pests of the human race could, from the isthmus, attack a vessel on one side and be ready to meet her on the other as she came round, the distance being ten miles around and half a mile across.

Captain Selfridge deserves credit for cutting this new river route. Had the Vicksburg canal (which was first proposed by Captain Alden, United States navy, and myself to General Butler) been cut originally in the right place, we would have had a good ship channel, well clear of Vicksburg; as it is, it amounted to nothing. By looking at the map you will perceive that the two necks are very similar in conformation.

I have force enough at Arkansas and White rivers to prevent any attack.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commanding Thos. O. Selfridge.

UNITED STATES STEAMER CONESTOGA,
Off Arkansas River, April 14, 1863.

SIR: I have the honor to report the arrival of the Curlew, Cricket, Rattler, and Prairie Bird, also the ram; permit me to thank you for the strong re-enforcements you have sent.

If you are willing, I should prefer to meet an attack in the Mississippi, rather than the Arkansas, as the latter river is falling fast, and it gives me so much more room to ram the steamers.

The cut-off, above Alexander's, made on Saturday last, I passed through on Sunday—the first steamer through. It shortens the distance between the two rivers at least ten miles, and enables me to concentrate our strength very completely. I enclose diagram of the different stations.

Though my information of an intended attack was entirely through the negroes, it came in so many different ways that I think confidence could be placed in their statements. Since, though, I have learned through a prisoner, and also some women that came last Saturday from Pine Bluff, that the Arkansas river is too low for steamers to get out. I do not think, therefore, that an attack can be made until a rise of the river, or will be made with the present imposing force. Should they attempt it, there will be none go back. I have moved the coal barges to a point about a mile below White river, a more secure position, more easily defended.

The force I now have I consider more than sufficient for this point. If you wish any of the light-draughts sent elsewhere, I shall give them all an inspection and report the result.

Learning that there were U. S. arms at McGhee's place, Carson's landing, I sent the Juliet up, which captured two men, Alexander Smith and J. N. Crow. These men have been employed hunting runaway negroes, and acknowledge to have shot some who attempted to escape; they are notorious rascals, and Smith was concerned in the burning of the Lake City. I found at McGhee's a United States Belgian rifle, sword bayonet, with complete equipments, marked U. S., and a hunting rifle. Smith's story is that he purchased them from two of our deserters; the negroes say he robbed them of them.

I have these two in double irons on the Bragg. My intention was, if it met your approval, to punish them for their villany, and send them beyond the lines.

I was up through the cut-off into the Arkansas yesterday, on a reconnoissance. I captured a prisoner, Cornelius Jones, private of twenty-first Texas. He was employed as a mail or despatch carrier. He had on at the time a federal uniform, and attempted to pass himself off as a citizen. He says that all the pickets on the river had been drawn in. His regiment had gone to Batesville, Arkansas. From all I can learn there is some secret move on hand amongst their forces. What disposition shall I make of him?

I have sent the Signal to Memphis for provisions, and for some little repairs, that can be made during the short time she is there.

I have sent word to the Chillicothe to remain at Helena until she receives your orders.

Very respectfully, your obedient servant.

THOS. O. SELFRIDGE,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

General Prentiss, at Helena, wishes all the negroes he can get, as he is forming them into regiments. Am I authorized to send up such as present themselves?

PASSAGE OF THE VICKSBURG BATTERIES BY ACTING REAR-ADMIRAL PORTER WITH HIS FLEET.

MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

SIR: There is nothing new at this point, with the exception that General Steele's division has been sent up to take possession of the country through which we lately took the gunboats. When that is secured we can reach the Yazoo when we please, provided the water keeps up.

I am preparing to pass the batteries of Vicksburg with most of the fleet. General Grant is marching his army below, and we are going to endeavor to turn Vicksburg and get to Jackson by a very practicable route. If General Grant can raise 60,000 men, which he says he can do, he cannot fail.

The enemy, owing to our late raids on them, have much reduced their force at Vicksburg. They are cut off from all supplies from below; so is Port Hudson.

I remain, sir, very respectfully, your obedient servant,

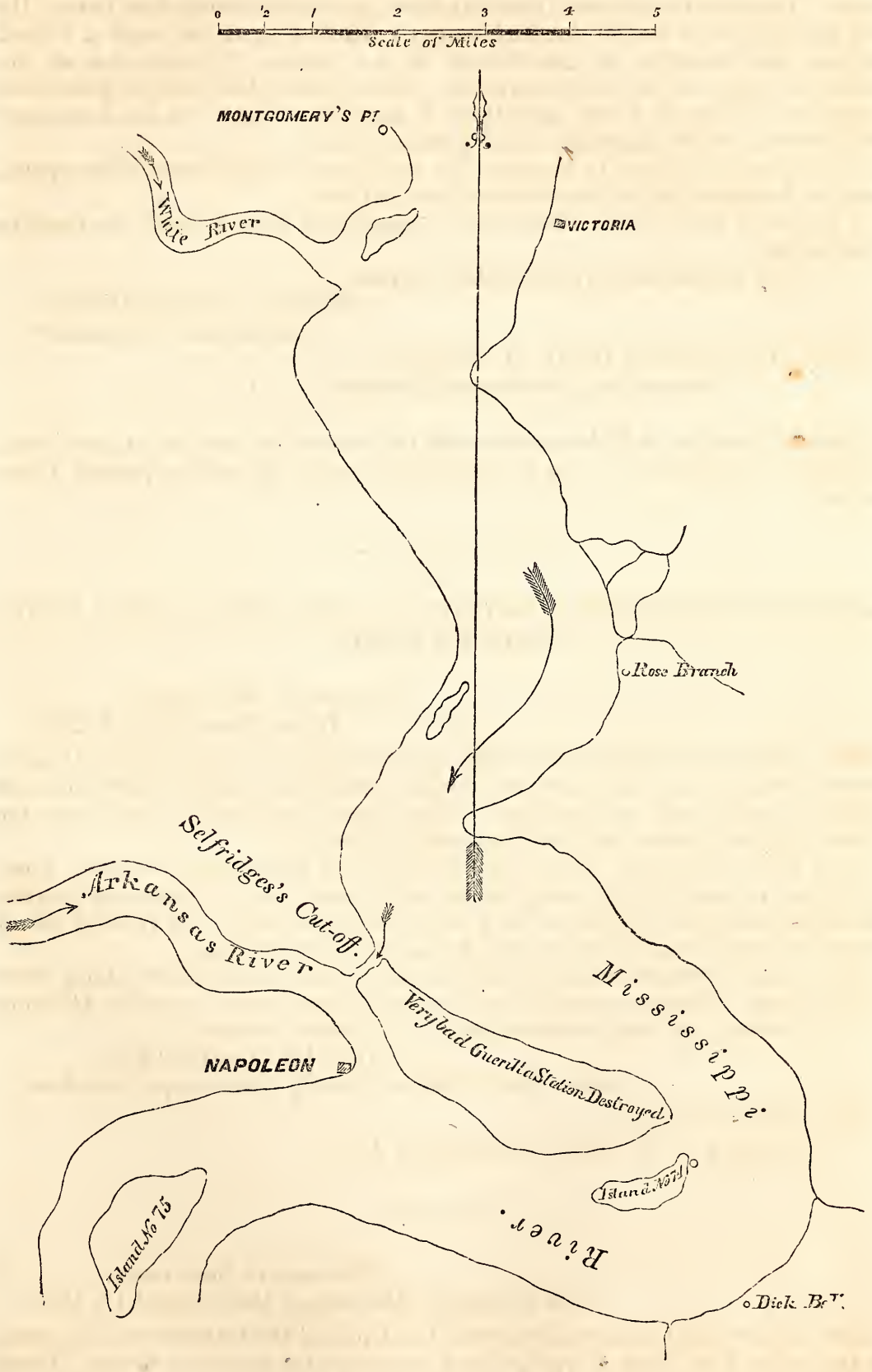
DAVID D. PORTER,
Acting Rear-Admiral, Comd'g Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MISSISSIPPI SQUADRON,
New Carthage, Mississippi River, April 17, 1863.

SIR: I have the honor to inform you that I passed the batteries at Vicksburg, on the night of the 16th of April, with a large force for operations below. Three army transports were prepared to resist shot, and accompanied the squadron. I led in the Benton, and having drifted down on the batteries, got up with the

MAP SHOWING THE NEW CUT-OFF MADE BY LT. COM. T. O. SELFRIDGE, U. S. N., 1863.



first one without being discovered. At 11.16 p. m. the batteries opened on us; we immediately responding with a rapid fire, the vessels of the squadron all in line following our example.

The enemy lighted up the river on both sides, and we were fair targets for them. Still, we received but little damage. The squadron was under fire for two hours and thirty minutes. No one was killed, and only eight wounded—the greatest number on board this ship, which, being ahead, received a concentrated fire. An army transport, the Henry Clay, was sunk by a heavy shot. The Forest Queen, transport, became temporarily disabled, and was turned into safe quarters by the Tuscumbia.

The fire from the forts was heavy and rapid, but was replied to with such spirit that the aim of the enemy was not as good as usual.

The conduct of all the commanders met my entire approbation. All the vessels were ready for service half an hour after passing the batteries.

I had the Indianola examined to day. She is much shattered. The rebels got her two 9-inch guns. One 11-inch gun was burst, and is lying on deck; the other fell overboard, and now lies alongside, in nine feet water.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Detailed report of Acting Rear-Admiral Porter.

MISSISSIPPI SQUADRON,

Flag-Ship Benton, New Carthage, Mississippi, April 19, 1863.

SIR: Being anxious to send back despatches by General Grant, I wrote you a short report. I omitted to state the number and names of the vessels composing this expedition, as my letter would go through the Memphis post office; and as I have no great confidence in that department, I omitted names and numbers from prudential motives.

The following is the order in which the vessels started, fifty yards apart: Benton, Lieutenant Commander Green; Lafayette, Captain Walke, with the General Price lashed on starboard side; Louisville, Lieutenant Commander Owen; Mound City, Lieutenant Wilson; Pittsburg, Lieutenant Hoel; Carondelet, Lieutenant Murphy; and Tuscumbia, Lieutenant Commander Shirk; also the tug Ivy, lashed to the Benton. The three army transports were in the rear of the above-mentioned vessels, and the Tuscumbia was placed astern of all, to see that the transports did not turn back. This duty Lieutenant Commander Shirk performed handsomely. Two of the transports, when firing became heavy, attempted to run up stream, but Lieutenant Commander Shirk drove them back, and staid behind them until the Forest Queen was disabled. He then took her in tow and placed her out of reach of the enemy's shot. All the vessels, except the Benton, took in tow coal barges, containing each ten thousand bushels of coal, and all except the Lafayette brought them safely past the batteries. Having the General Price alongside, the Lafayette did not manage very well, and the coal barge got adrift, but was afterwards picked up at Carthage. The Louisville, Lieutenant Commander Owen, lost hers in the "melée," but picked it up again while under fire.

The Benton was beautifully handled by her pilot, Mr. Williams, who was also in the Essex when she ran the batteries. He kept the vessel's guns bearing on

the town and water batteries all the time while drifting down. The guns of the Benton fired over eighty shell, well directed to the town and batteries.

The Pittsburg, Lieutenant Hoel; Tuscumbia, Lieutenant Commander Shirk; and Mound City, Lieutenant Wilson, were more fortunate than the others in not turning round as they came by, although no ill results happened to those vessels that did turn.

The pilots were deceived by a large fire started on the side opposite to Vicksburg by the rebels for the purpose of showing the vessels more plainly—fires being started on both sides of the river at once.

Altogether, we were very fortunate. The vessels had some narrow escapes, but were saved, in most instances, by the precautions taken to protect them. They were covered with heavy logs and bales of wet hay, which were found to be an excellent defence.

I cannot speak in too high terms of the conduct of all the commanders. They carried out my orders to the best of their ability, having great difficulties to contend with—strong currents and dangerous eddies, glaring fires in every direction that bothered the pilots, smoke almost enveloping the squadron, and a very heavy fire on vessels that were fair targets for the enemy. I have no cause to be dissatisfied with the result. No one was killed; only one or two badly wounded, and only twelve casualties in all. Most of the wounded are walking about.

The shot the enemy fired were of the heaviest calibre, and some of excellent pattern. They came on board, but did no material damage beyond smashing the bulwarks.

I am in hopes soon to have some of our monitors down here, and if they are properly built we can silence some of the batteries at Vicksburg.

I am happy to inform you that no lives were lost on the transport Henry Clay, which was burned and sunk passing the batteries. We picked most of the crew up, and others got away in the yawl.

I enclose reports of the commanders of the different vessels, and also copy of general order issued in reference to the running of the batteries.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions to commanders of vessels relative to passing the Vicksburg batteries.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, April 10, 1863.

SIR: You will prepare your vessels for passing the batteries at Vicksburg, taking every precaution possible to protect the hull and machinery against any accidental shot.

When the vessels do move, it will be at night, and in the following order: Benton, Lafayette, Price, Louisville, Mound City, Pittsburg, Carondelet, other vessels that may arrive hereafter, and army transports, passing as fast as they can. Every vessel will take in tow a coal barge, to be carried on the starboard side. No lights will be shown on any part of the ship. All ports will be covered up until such time as the vessels open fire, which they will do when their broadsides bear upon the town, or when it can be safely done without interfering with the pilot or endangering the other vessels. Before starting the hour of departure will be given, and every vessel will have her fires well ignited, so that they will show as little smoke as possible.

On approaching the batteries every vessel will exhaust in the wheel, so as to make but little noise.

If any vessel should receive such damage as to cause her to be in a sinking condition, the best plan will be to land her on the island below the canal. The vessels must not crowd each other, nor fire their bow guns when abreast of the town or batteries. Fifty yards is the closest they should be to each other. After rounding the point below, and being clear of the shoal water, hug the shore enough (or the side opposite Vicksburg) to get into the shade of the trees, and hide the hulls of the vessels. The crew must work the guns without light on the deck, and all the guns must be set for about nine hundred yards, which will reach light field-pieces and infantry. Fire shell, and sometimes grape. Don't fire after passing the town and main batteries—the lower batteries are not worth noticing. When arrived below Warrenton, the flag-ship Benton will burn a Coston signal, when each vessel will hoist a red light, that I may know who is missing.

The sterns of the vessels must be protected securely against raking shot.

The coal barges must be so arranged that they can be easily cut adrift.

No vessel must run directly astern of the other, so that in case of the headmost vessel stopping, the sternmost one will not run into her.

In case any vessel should ground under the enemy's batteries at Vicksburg with no prospect of getting off, she must be set fire to thoroughly, and completely destroyed.

Avoid running on the sunken levees opposite Vicksburg.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

COMMANDERS of Benton, Lafayette, Price, Louisiana, Mound City, Pittsburg, Carondelet, and Tuscumbia.

Report from Captain Walke.

UNITED STATES GUNBOAT LAFAYETTE,
Diamond Island Bend, Below Vicksburg, April 17, 1863.

SIR: I have most respectfully to report that, in obedience to your orders of the 10th instant, the gunboat Lafayette, now under my command, passed the batteries at Vicksburg last night, accompanying you with the following portions of your fleet, viz: Benton, (flag,) Lafayette, (towing a coal barge and the General Price,) Louisville, Mound City, Pittsburg, Carondelet, and three transports, namely: Forest Queen, Henry Clay, and Silver Wave, all of which passed safely down to this point with but trifling injury, except the transport Henry Clay, which caught fire and was burned, and the Forest Queen, which received a shot between wind and water, and was obliged to come to below Vicksburg.

The Lafayette received nine effective round and rifle cannon shots through her casemates while closely engaged with the rebel batteries. She was struck first in the port waist with a 100-pounder rifle shot, which passed through obliquely from forward aft to the starboard casemate. The second, a 32-pounder, struck upon the same plate at right angles, passing through and breaking upon the iron-work and our stern capstan over the boilers. The third, a 100-pounder rifle, through the port wheel-house, port pitman, and through the cylinder timbers and starboard side. Fourth, a 100-pounder rifle, through the lower edge of the iron plating forward of the port wheel-house amidships into the sponsel, a few feet short of the port cylinder, in a direct line. Fifth, a 32-pounder, on port side, abaft the wheel-house, through plating. Sixth, a 32-

pounder, on the port bow, through plating, broken. Seventh, a glance shot on the starboard bow port. Eighth, a glance shot on hog chain, bending in and through the upper pilot-house. Ninth, grape-shot through smoke-pipe; barge and mainmast slightly injured by shell. In consequence of the difficulty in seeing our position while passing in the smoke, fire, and noise, with the coal barge and Price alongside, she being reported on fire twice, the Lafayette came near running into the bank under the batteries at Vicksburg, which enabled the enemy to take unerring aim for the short time we were there. We returned the fire at the same time, but the fighting bolts of our 24-pounder broke adrift.

The safety of the vessel being paramount to all other advantages that could be derived from random shot, with the Louisville afoul of us, and the other gunboats passing us, I discontinued our firing after one or two rounds. The coal barge was sunk by a shot in her bow. The Price cast off after we passed the batteries, and we arrived safely at this place without the loss of a man killed or wounded. We left the Yazoo river at 9.30 p. m., and arrived here at 1.30 a. m., being under fire one hour and twenty minutes.

I am, sir, most respectfully, your obedient servant,

H. WALKE,
Captain United States Navy.

Acting Rear-Admiral D. D. PORTER, U. S. N.,
Commanding Mississippi Squadron.

Report from Acting Lieutenant S. E. Woodworth.

NEW CARTHAGE, *April* 17, 1863.

SIR: I have the honor to report my safe arrival at this place with the United States steamer General Price, having passed the batteries at Vicksburg without the loss of a man, and but three slightly wounded. The Price is badly cut up in her upper works, particularly the ward-room and steerage, two 7½-inch rifle shell having exploded inside, destroying the officer's quarters and setting the vessel on fire twice. We were struck by thirteen different shot and shell and many musket balls.

While drifting down river, to enable the Lafayette to fire her guns, the Louisville ran into my quarter and stove one of my boats, at the same time obliged me to cast off from the Lafayette and make the rest of the trip alone, the coal barge between us being stove by a shell bursting in it.

I have the honor to be, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commanding United States Steamer Price.

Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Report from Lieutenant Commander James A. Greer.

UNITED STATES STEAMER BENTON,
New Carthage, Louisiana, April 17, 1863.

SIR: I respectfully submit the following: This vessel, bearing your flag, got under way from our anchorage, near the mouth of the Yazoo, yesterday evening at 9.15, and slowly steamed down towards Vicksburg. At 11.10 the enemy opened fire upon us with musketry from the upper batteries. At 11.16 the batteries opened upon us, firing slowly at first, but continuing to fire more rap-

idly as we passed by. At 11.23 we opened upon the batteries and town with the forward and port batteries. We passed within forty yards of the town, and could hear the rattling of falling walls after our fires. At 11.52 the enemy ceased firing upon us. At 1.15 a. m. we passed Warrenton, not a shot being fired at us. At 2.10 came to anchor twelve miles above New Carthage.

We expended the following projectiles: Eighteen 9-inch 5″ shells; three 9-inch shrapnell; sixteen 5″ 42-pounder rifle shell; two 32-pounder 5″ shell; twenty-three stands 32-pounder grape; a total of eighty-one shots.

The damages sustained were as follows: One 32-pounder round shot passed through the corner of the broadside and after casemate, grazed the coamings of the pitman hole and struck the "cylinder timber," and entered about four inches, glanced back, and into a state-room.

A large rifle shot struck the port casemate about six inches above the upper after corner of No. 8 port, passing through the two and a half inch iron, splintering the wood all the way through, and knocking off the planking on the inside six feet in length and six feet wide.

Another shot struck the forward side of No. 7 port, shattering the casemate, and then glanced up and tore away the hammock nettings about the gangway.

A 10-inch solid round shot struck the port casemate about four feet from the spar deck, and about six inches from the angle of the forward casemate, passing through the light iron and shattering the casemate from top to bottom, and six feet fore and aft.

Another struck a chain cable which was suspended over the casemate, cutting the chain. All the damages were on the port side.

The casualties were one officer, Acting Ensign E. C. Brennen, and four men wounded.

Enclosed I send the assistant surgeon's report. I desire to call your attention to the good conduct of Mr. Brennen until he fell at his post.

I am, very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant Commander.

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

List of casualties on the Benton.

UNITED STATES GUNBOAT BENTON,
Mississippi Squadron, April 17, 1863.

SIR: I have the honor to report the following casualties on board this vessel while passing the batteries in front of Vicksburg, April 17, 1863:

Edward C. Brennen, acting ensign, flesh wound in right thigh; Charles Duss, seaman, left leg shot away, amputation performed below knee joint; William N. Taylor, landsman, wound from musket ball in left groin, severe, but not considered dangerous; Charles Hillyer, private, company F, 58th Ohio volunteers, contused wound from splinter, slight. The above are the only accidents which incapacitated any of the crew for duty.

I am, very respectfully, your obedient servant,

NEWTON L. BATES,
Assistant Surgeon United States Navy.

Lieut. Com'dr JAMES A. GREER, U. S. N.,
Commanding United States Gunboat Benton.

Report of Lieutenant Commander E. K. Owen.

UNITED STATES STEAMER LOUISVILLE,
Off New Carthage, Louisiana, April 17, 1863.

SIR: I have the honor to report the safe arrival of this vessel below the Vicksburg and Warrenton batteries. We were struck but four times, no shot doing any damage whatever.

In consequence of being misled by the bright light on the right-hand shore, I was compelled to make two full turns in the river abreast the light, and could fire but six shots.

I enclose reports of the gunner and carpenter.

I am, sir, very respectfully, your most obedient servant,

E. K. OWEN,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding Mississippi Squadron.

Report of Lieutenant Commander James W. Shirk.

UNITED STATES SHIP TUSCUMBIA,
Carthage, Louisiana, April 17, 1863.

SIR: I have the honor to make the following report: In obedience to your orders I got under way on the evening of the 16th instant, in the United States steamer Tuscumbia, under my command, and took my position in the line of vessels which were to pass the batteries of Vicksburg. We were to bring up the rear.

At 10.3 p. m. the three transports, Silver Wave, Forest Queen, and Henry Clay, having taken their position ahead of us, we started down the river, going very slow until we reached the head of the "canal," opposite Vicksburg. Here we overtook the leading vessels. From this place we drifted down the river until we reached the head of the "point." The enemy opened fire about ten minutes before this, and caused a large fire to be kindled on the point, thus bringing the fleet into full relief between the shore batteries and the light, causing everything to be seen as plainly as in the open day.

Here I saw that two of the transports had their bows up stream, and were going ahead. Although your written order said that I was to "pass as fast" as I could, you had verbally informed me that I was to be the "whipper in" to the fleet. I knew that the passage of the batteries by the transports was essential to the complete success of your plans. Under these circumstances I deemed it my duty to remain astern of them, and if I saw any hesitation to pass, or inclination to go back, on their part, to force them to obey their orders. I therefore stopped, under the very heavy fire of the enemy, until the transport Henry Clay was set on fire, and the Forest Queen had turned around.

As we rounded the lower end of the "point," and were drifting, in order to keep our place in line, we struck the Louisiana bank of the river. We soon got off without any damage. As we were backing to get our bow down stream, we got foul of the transport Forest Queen, and the two vessels remained close together for some five or six minutes. This collision caused the rebels great rejoicing, as was made evident to us by their loud cheering, apparently right over our heads. For a few minutes the fire from shore seemed to be concentrated upon the Tuscumbia and Forest Queen, but providentially none of the shots did much damage. We were struck here on our port bow, below the water-line,

starting seven planks and causing the vessel to leak freely. I started the forward force and syphon pumps, and soon had it under control.

After getting clear, we continued drifting down (as I did not want to pass the Forest Queen, and she was disabled by her steam-pipe being cut) until we were out of their fire. We passed the transport just below the mouth of the canal. I then turned around and went back, and took the Forest Queen in tow, and landed her on the Louisiana shore. She had fourteen inches of water in her, and her machinery was disabled.

Passing Warrenton I threw into the town an XI-inch shrapnell, which was quickly replied to by six discharges from not more than four light guns. I then gave them another shrapnell, and passed on until I reached the fleet, where I anchored near the United States steamer Benton, your flag-ship.

In addition to the shot under the bow already mentioned, a six-inch shot struck the iron "chock," or "lug," that supports the rail upon which the starboard port of the after casemate travels, making an indentation of an inch.

To the officers and men whom I have the honor to command great praise is due for their spirit and bravery exhibited upon this occasion. Most of them had never been under fire before, but I have no fault to find with any of them. When all did their duty so well, it would be invidious to make distinction. I must, however, bring to your notice the good services rendered me by Acting Master A. F. Tayon, the executive officer of this ship; Acting Ensign Thomas M. Farrell, who commanded the port XI-inch gun, (the only one engaged;) Assistant Paymaster George A. Lyon, United States navy, who acted as my aid on this occasion, and Pilots Joseph McCammant and Isaac N. Ashton.

I am happy to say there were no casualties on board of this ship.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Com'dg U. S. Mississippi Squadron, Flag-Ship Benton.

Report from Lieutenant Commander Byron Wilson.

UNITED STATES GUNBOAT MOUND CITY,
New Carthage, Mississippi, April 17, 1863.

SIR: I have the honor to report that this vessel got under way about nine o'clock last evening, and took her position in line for passing and fighting the Vicksburg batteries.

After passing the upper end of the canal we merely drifted down the river, and at 11 p. m. turned the right-hand point just above Vicksburg, which brought us in full view of the batteries.

We continued drifting down, never turning a wheel, and when nearly abreast of the heaviest battery in the heart of the city, a huge bonfire was kindled on the opposite point, making it almost as light as day. At this time I was obliged to pass the Lafayette, Price, and Louisville, in order to keep from turning round or becoming unmanageable, as they appeared to be.

While we were in the vicinity of this light we were made a splendid target for the enemy, who availed himself of the opportunity by sending a 10-inch shot through both casemates, passing out through the iron on the starboard side, wounding four (4) men. Besides this, we were struck four times while abreast these batteries, but sustained no injury from them.

As soon as we were able to bring our port broadside guns to bear, we put five

second shot into their batteries, and when nearest the city gave them grape, and all, I think, with good effect, for we passed so slowly and leisurely that we could not help getting good aim.

At 12.50 we were struck on the port quarter by a random shot from the Warrenton batteries, which did no harm. We did not throw away any ammunition on this place, as it was too small an affair. The officers and men behaved splendidly. I herewith enclose the surgeon's report.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

List of casualties on the Mound City.

UNITED STATES STEAMER MOUND CITY,
Mississippi River, April 17, 1863.

SIR: The following casualties occurred on board this vessel while passing the batteries of Vicksburg:

John Kelly, ship's painter, wounded; James Denty, cockswain first cutter, wounded; Swain Anderson, seaman, slightly wounded; Adam Isenberger, private, company B, 58th regiment Ohio volunteers, slightly wounded.

Very respectfully,

THOMAS RICE,
Acting Assistant Surgeon, United States Navy.

Lieutenant BYRON WILSON,
Com'dg United States Steamer Mound City.

Report from Acting Volunteer Lieutenant W. R. Hoel.

UNITED STATES STEAMER PITTSBURG,
James's Plantation, Mississippi River, April 17, 1863.

SIR: In running past the batteries at Vicksburg and Warrenton last night, I have the gratification to report no casualties occurred on board this vessel, neither did she receive any serious damage from the enemy's fire. She was struck but seven times; five of the shot passing through her upper works, the other two struck in the logs which I had triced up (by your order) on the port quarter for the protection of the magazine. One of the shots struck immediately at the water-line, and had it not been for the logs would, undoubtedly, have passed into the magazine. On the passage past the batteries I fired forty-three rounds of 5″ and 10″ shells and one stand of grape.

I have the satisfaction to report that both officers and men behaved gallantly, and that I feel proud to have the honor of commanding them.

Most respectfully, your obedient servant,

W. R. HOEL,
Act'g Vol. Lieut. Com'dg.

DAVID D. PORTER,
Act'g Rear-Admiral, Com'dg Miss. Squadron.

Report from Acting Lieutenant J. McLeod Murphy.

UNITED STATES GUNBOAT CARONDELET,
Abreast of Ion Plantation, Mississippi River, April 17, 1863.

ADMIRAL: I have the honor to report the successful passage of this vessel by the Vicksburg and Warrenton batteries last night, in compliance with your written instructions of the 10th instant, and to enclose herewith copies of the statements of the several subordinate officers, from which you will be enabled to gather, in detail, the slight disasters and casualties of the occasion.

Opposite to the burning house on the right bank we were compelled to make a turn in the river, and although we were exposed to a heavy, concentrated fire for nearly an hour, I attribute to this fortunate *pirouette* the destruction of the enemy's ranges at us. Abreast of the Warrenton battery we responded to three shots. During the engagement the two 8-inch guns and the rifled 42 pounder of the port battery were the only ones used; these were in charge of Acting Ensign Charles H. Amerman, and were well served.

The coal barge which was assigned to our care was towed safely, and is now moored to the bank without leak or damage.

I am, admiral, very respectfully, your obedient servant,

J. McLEOD MURPHY.
Act'g Lieut. U. S. N. Com'dg.

Acting Rear-Admiral DAVID D. PORTER,
Com'dg U. S. Miss. Squadron.

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List of casualties.

UNITED STATES MISSISSIPPI SQUADRON,
Mississippi River, New Carthage, April 17, 1863.

SIR: The following is a list of the men wounded in the Mississippi squadron while passing by the batteries at Vicksburg last night:

On the United States steamer Benton, Assistant Surgeon N. L. Bates: Ed. C. Brennan, acting engineer, flesh wound in thigh, severe; Chas. Doss, seaman, left leg shot away, amputation below knee; Wm. N. Taylor, landsman, wound from musket ball in left groin, severe but not dangerous; Charles Hillyer, private, Co. F, 58th Ohio volunteers, splinter wound, not severe.

On the United States steamer Carondelet, Assistant Surgeon D. R. Bannan: John Dorman, seaman, shell wound in face, slight; John Fallan, seaman, contusion from splinter in groin, not serious; Ray Cutler, seaman, splinter wound in neck; Geo. Fisher, seaman, splinter wound in face.

On the United States steamer Mound City, Acting Assistant Surgeon Thomas Rice: John Kelly, carpenter, splinter wound of leg, severe; James Deuty, cockswain, contusion of shoulder, severe; S. Anderson, seaman, splinter wound in abdomen; Adam Isenheizer, private, Co. B, 58th Ohio, contusion of face, slight.

The gunboats Lafayette, Pittsburg, General Price, and Louisville had none of their crews injured.

Very respectfully, your obedient servant,

J. C. BERTOLETTE,
Surgeon U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Com'dg Mississippi Squadron.

OPERATIONS AT GRAND GULF.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Off New Carthage, April 24, 1863.

SIR: The rest of the squadron is now at Grand Gulf, waiting for the army to make a move. The enemy have heavily fortified Grand Gulf since the passage down of the Hartford, and are still working night and day to make the place impregnable, if they have time.

I went close to the upper battery on the 22d, in the Lafayette, and drove the men out of the works, and the vessels are now so arranged that they command the upper battery, mounting four heavy guns, and the mouth of Black river, through which ammunition and supplies are brought down, and by which the rebels have hitherto obtained supplies from Red river.

General Grant comes over here to-night, and I may know something more of his plans.

I did not wish to leave here to communicate with Admiral Farragut until I have landed the army safely on the other side of the river. When that is done, I shall feel at liberty to go below with all but two vessels, and take charge of the river, from Red river up.

The rebels have fortified Grand Gulf so strongly that I do not deem it prudent to let one or two vessels go by, for I cannot get them up again against the current. When we do move it must be a combined attack, and one that cannot fail. The enemy have already 12,000 men at Grand Gulf, and are throwing in more with all the rapidity they can.

Until our communication is fairly opened with the other side by water the army can move but slowly; they have now to depend on us for coal barges to get them over the bayous and other streams, and all the provisions they have is what we brought down in the transports, seven of which have run the blockade. They were mostly damaged in machinery, but the engineers of the squadron have repaired them so that they can run. I have six weeks' provisions and coal, and have made arrangements to have supplies sent through by some means.

We will have to build a railroad, which will much facilitate matters. No one could imagine, unless they saw it, the difficulties of transportation; still I hope we will overcome it all, and though, at present, I see no certainty of a successful landing of our army on the Mississippi side, yet nothing will be left undone by me to facilitate it.

The portion of the squadron now here cannot ever return *above* Vicksburg until that place is taken. It can, however, be maintained below, with great labor, and kept in active service on the river, provided that no damage is received in the machinery.

I shall endeavor to get our floating machine shop through, when we can repair almost any injury.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C,

CAPTURE OF THE BATTERIES AT GRAND GULF, MISSISSIPPI.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Below Grand Gulf, April 29, 1863.

SIR: I had the honor of sending you a telegraph announcing that we had fought the batteries at Grand Gulf for five hours and thirty-five minutes with partial success.

Grand Gulf has been very strongly fortified since Admiral Farragut went down, to prevent his coming up again; and four batteries (some of very heavy guns) are placed at the distance of a quarter of a mile apart, on high points, and completely command the river. I ordered the Louisville, Carondelet, Mound City, and Pittsburg to lead the way, and attack the lower batteries, while the Tuscumbia, Benton, and Lafayette attacked the upper ones—the Lafayette lying in an eddy and fighting stern down stream. The vessels below silenced the lower batteries, and then closed up on the upper one, which had been hotly engaged by the Benton and Tuscumbia, both ships suffering severely in killed and wounded. The Pittsburg came up just at the moment when a large shell passed through the Benton's pilot-house, wounding the pilot, Mr. Williams, and disabling the wheel. This made the vessel unmanageable for a short time, and she drifted down to the lower batteries, which she opened upon while repairing damages.

The Pittsburg, Acting Volunteer Lieutenant Hoel, for a short time bore the brunt of the fire, and lost eight killed and sixteen wounded. The Tuscumbia was cut up a great deal, (and proved herself a poor ship in a hot engagement.) As the fire of the upper battery slackened, (I presume from want of ammunition,) I passed up a short distance above the fort to communicate with General Grant, to see whether he thought proper to send the troops in the transports by the battery, under what was rather a feeble return to our fire. He concluded to land the troops, and march them across by a road two miles long, coming out below the batteries. As there was a prospect of expending a good deal of ammunition on the upper battery without being able to occupy it if it was silenced, the vessels moved up stream again by signal without being much fired at, or receiving any damage, while the enemy had a raking fire on them.

I then sent down Captain Walke, in the Layfayette, to prevent them from repairing damages, which they were doing with great diligence. He opened on them, to which they responded a few times, and finally left the fort, when he fired at intervals of five minutes until dark.

At 6 o'clock p. m. I again got under way (with the transports following us) and attacked the batteries again, the transports all passing safely down under cover of our fire. We are now in a position to make a landing when the general pleases. I should have preferred this latter course in the first instance; it would have saved many lives, and many hard knocks. The Benton received forty-seven shots in her hull alone, not counting the damage done above her rail, but she was just as good for a fight when she got through as when she commenced.

All the vessels did well, though it was the most difficult portion of the river in which to manage an iron-clad—strong currents (running six knots) and strong eddies turning them round and round, making them fair targets, and the Benton's heavy plates did not stand the heavy shot, which, in many instances, bored her through.

The Tuscumbia showed great weakness as a fighting ship, though her commander did his best to keep her in a position where she did excellent service. The current turned her round and round, exposing her at every turn. It was a hard fight, and a long one, on both sides. The enemy fought his upper battery with a desperation I have never yet witnessed, for though we engaged him at a distance of fifty yards, we never fairly succeeded in stopping his fire but for a short time. It was remarkable we did not disable his guns, but though we knocked the parapets pretty much to pieces, the guns were apparently uninjured,

The conduct of the officers and men met with my warmest admiration. I will leave to the commanders of the vessels the pleasure of mentioning those under them who merited it.

I beg leave to mention favorably my secretary, Mr. Guild, who took the minutes of the action; my signal officer, Ensign Hunt; my aid, Ensign Brown, who was wounded, and Surgeon Bertolette, of the Black Hawk, who devoted

himself to the wounded. It will not, I am sure, be an invidious distinction if I mention the handsome manner in which Acting Volunteer Lieutenant W. R. Hoel handled and fought the Pittsburg. I was much indebted to him for so promptly taking the place of the Benton when the loss of our wheel made us turn down stream.

All the commanders fought their ships gallantly, and, I think, effectively. The gentleman mentioned had the advantage of being one of the best pilots on the river, and knew exactly where to place his ship. I only hope I may always go into a fight with as good officers to back me.

The following is a list of the vessels engaged, and their commanders: Benton, Lieutenant Commander James A. Greer; Lafayette, Captain Henry Walke; Louisville, Lieutenant Commander E. K. Owen; Tuscumbia, Lieutenant Commander James W. Shirk; Mound City, Lieutenant Commander Byron Wilson; Carondelet, Acting Lieutenant J. McLeod Murphy; Pittsburg, Acting Volunteer Lieutenant W. R. Hoel. The General Price, Commander Selim E. Woodworth, was engaged in carrying troops and towing transports past the batteries.

The squadron has been six hours and a half to-day under a hot and well-directed fire, and is ready to commence at daylight in the morning. I will send a list of killed and wounded the first opportunity. No naval officers were killed or severely wounded. In our attack to-night only one man killed. He was on the Mound City.

I remain, sir, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Henry Walke.

MISSISSIPPI SQUADRON,
U. S. Gunboat Lafayette, off Grand Gulf, May 1, 1863.

SIR: I have the honor to report the particulars of the attack made by the Mississippi squadron on the morning of the 29th ultimo, in obedience to your general order of the 27th ultimo, so far as it came under my observation.

About 7 o'clock a. m. of the 29th ultimo the fleet got under way, in answer to your signals, and proceeded down to the rebel batteries of Grand Gulf in the following order: The Pittsburg led the attack with this vessel, which rounded to above the upper batteries, and opened a brisk fire upon the enemy with her 100-pounder rifle guns until the remainder of the fleet had passed down and taken their position, viz: Pittsburg, Louisville, Mound City, and Carondelet, attacking the lower batteries, while the Benton, (flag,) Lafayette, and Tuscumbia engaged the upper batteries. Each vessel rounded to against the enemy's batteries in order, and kept up a heavy firing with their broadside and bow guns as they were brought to bear upon the enemy. The Lafayette, after firing 35 rounds of 100-pounder rifle shell and shot, turned her broadside and 11-inch bow guns upon them, firing with good effect, apparently, until about 10 o'clock a. m. The admiral hoisted the guard flag (a preconcerted signal) for the Lafayette to change her position from before the upper batteries to the lower batteries, where she proceeded, and continued firing her 11-inch bow guns and her 9-inch 100-pounder rifle guns, and 24-pounder howitzer from the starboard broadside, thus continuing a vigorous and effective firing upon all the batteries, which, while we passed up with the rest of the fleet, were silenced. All the fleet passed above, except the Tuscumbia, landing at Ruth's plantation, in obedience

to your signal. The Lafayette was struck by cannon shot about forty times during the day, five of which only did any serious damage.

I enclose our carpenter's, gunner's, and engineer's reports. Expended 160 11-inch shell and shrapnell, 28 9-inch, 50 rifle, and 10 24-pounder howitzer.

The officers and crew of the vessel deserve my highest praise for their coolness, courage, active and excellent conduct during the five hours and five minutes fighting, none of whom, thank God, were hurt, but Lieutenant William T. Suttrell, slightly wounded.

At 3 p. m. we observed the enemy repairing their shattered batteries, and, by your order, the Lafayette ran down, and with a few rounds from her bow guns silenced the upper battery and dispersed the rebels, after which we turned her 100-pounder rifle guns upon them, firing at five minute intervals until 8 o'clock p. m., when we anchored and piped to supper.

At 9 p. m. the fleet, with some transports, were observed coming down the river slowly, weighed anchor, beat to quarters, and, for a diversion, opened a brisk fire upon the upper battery with our 100-pounder rifles. While passing they fired into all the batteries, and the Lafayette followed in the rear, and came to at this plantation, without any serious casualty except several shot through our iron and into our casemating.

Most respectfully, sir, your obedient servant,

H. WALKE,
Captain United States Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Reports of Lieutenant Commander James A. Greer.

UNITED STATES FLAG-SHIP BENTON,
Brainsburg, Mississippi, April 30, 1863.

SIR: I respectfully submit the following: At 7.45 yesterday evening this vessel, bearing your flag, got under way and stood out into the stream. At 8.28 stood down towards Grand Gulf, followed by the gunboats and transports. As we approached the bluffs, at 8.48, the enemy opened fire upon us, to which we responded with our bow guns; we then rounded to and engaged the batteries, using bow and starboard guns when they would bear. At 9.43, the transports all having passed, dropped slowly down the river, and tied up to the Louisiana shore, about four miles below Grand Gulf.

We were struck six times; lost a boat that was astern, and had no one injured. The following ammunition was expended: Fourteen 5-second 9-inch shells; five 10-second 9-inch shells; one 5-second 42-pounder rifle shell; three 10-second 42-pounder rifle shells; eight 10-second 32-pounder shells—a total of thirty-one fires.

I am, very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

UNITED STATES FLAG-SHIP BENTON,
Brainsburg, April 30, 1863.

SIR: I respectfully submit the following: This vessel, bearing your flag, got under way yesterday morning at 6.40 and headed up stream. After getting

the fleet in line, we, at 7.30, slowly steamed down towards the batteries at Grand Gulf. At 7.55 the enemy opened fire on the leading vessel. At 8.13 we opened fire from the forward battery upon the guns on the bluff; rounded to with head up stream, and kept firing whenever a gun would bear, the enemy responding. While near the shore the enemy fired upon us with musketry. At 9 a shell penetrated the thin iron on our starboard quarter, and exploded in a state-room, setting it on fire; it was speedily extinguished. At 9.05 a shell from No. 5 gun carried away the enemy's flagstaff; it was soon replaced. At 10.10, having gotten into an eddy, were obliged to round out; did so, and fired with our port and stern guns when they would bear. We, in turning round, dropped down stream fifteen hundred yards, and ran into the bank to aid us in turning round. We then steamed up to the batteries on the bluff again, and continued the engagement. At 12.25 rounded out and stood up stream to communicate with General Grant, who was on a tug. While going up used our stern guns. At 12.50 the enemy ceased firing at us, this vessel having been under fire four hours and eleven minutes. At 1.57 tied up to the bank at Hard Times landing; the other vessels, except the Tuscumbia, following our motions. The following ammunition was expended: seventy 9-inch 5-second shells; forty 9-inch 5-second shrapnell; twenty-nine 9-inch grape, seven 9-inch canister; forty-five 5-second 42-pounder rifle shells; one 10-second 42-pounder rifle shell; sixty-nine 5-second 32-pounder canister; thirty 10-second 32-pounder shells; five 32-pounder solid shots; eleven 32-pounder canister; twenty-three 32-pounder grape; nine 50-pounder rifle shells; eight 50-pounder solid shots—a total of three hundred and forty-seven fires. We were struck forty-seven times—once in the hull, twenty-two times on casemates, and twenty-four times in upper works. The $\frac{5}{8}$-inch iron was penetrated twelve times; the $2\frac{1}{2}$-inch iron four times, three of which came entirely through the casemate. One shot went through the $1\frac{1}{2}$-inch iron on after part of pilot-house and lodged inside, wounding a pilot and shattering the wheel.

The casualties were seven men killed and nineteen persons wounded, four of whom were officers. Accompanying I enclose surgeon's report.

All the officers and men behaved well, and it would be difficult to particularize, yet I cannot pass without calling your attention to the good conduct of Acting Ensign J. F. Reed, who shot down the rebel flagstaff, and was wounded while serving his gun.

Acting Master and Executive Officer Charles A. Wright is deserving of much credit for the able manner in which he worked the batteries and fought a gun. Gunner N. B. Willetts served a 9-inch gun with great efficiency.

The pilots, Messrs. B. S. Williams and W. F. Tuley, are deserving of great credit for the coolness and efficiency they displayed in the working of the vessel. Mr. Williams was wounded in the early part of the action. Mr. Tuley then took charge, and with a shattered wheel managed the vessel very handsomely.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Casualties on the Benton.

UNITED STATES GUNBOAT BENTON,
Mississippi Squadron, April 30, 1863.

SIR: The casualties in the engagement at Grand Gulf, Mississippi, yesterday are as follows:

Killed.—William H. Kinney, captain of hold; James Floyd, seaman; Michael Mahony, ordinary seaman; Henry Bostun, sergeant, Co. F, 58th Ohio volunteers; Jacob Wooley, sergeant, Co. F, 58th Ohio volunteers; Riley Suttles, private, Co. F, 58th Ohio volunteers; George D. Saas, private, Co. G, 58th Ohio volunteers.

Wounded.—Jacob Herring, first lieutenant, Co. G, 58th Ohio volunteers, wound of left knee, compound fracture of left forearm, amputation of thigh; Beverly S. Williams, pilot, wound of left foot, severe; J. Frank Reed, acting ensign, scalp wound and contusions; George M. Brown, ensign, flesh wound, slight; Henry Harming, Co. F, 58th Ohio volunteers, wound of head, serious; Francis G. Holmes, seaman, fracture of fibula and dislocation of ankle joint; Charles P. Simpson, captain after guard, flesh wound, slight; William Wilson, seaman, contusion, slight; George H. Brown, seaman, scalp wound, slight; Robert Germain, seaman, scalp wound, slight; Henry Smith, seaman, flesh wound, slight; Patrick Hurley, seaman, flesh wound, slight; Archibald Taylor, corporal, Co. F, 58th Ohio volunteers, contusion, slight; Geor W. Sherlock, corporal, Co. F, 58th Ohio volunteers, contusion, slight; Solomon Lance, private, Co. F, 58th Ohio volunteers, scalp wound; Michael Engle, private, Co. G, 58th Ohio volunteers, scalp wound; S. J. Rhoades, private, Co. G, 58th Ohio volunteers, flesh wound, abdomen; Martin Bellers, private, Co. F, 58th Ohio volunteers, flesh wound and contusion, severe; John Brown, private, Co. F, 58th Ohio volunteers, severe contusion and flesh wound.

Total: killed, seven; wounded, nineteen.

I am, very respectfully, your obedient servant,

NEWTON L. BATES,
Assistant Surgeon, United States Navy.

Lieut. Com'dr JAS. A. GREER,
Com'dg United States Gunboat Benton.

Report of Lieutenant Commander E. K. Owen.

UNITED STATES STEAMER LOUISVILLE,
Off Bayou Pierre, Louisiana, April 30, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the two actions of yesterday: At 7.15 a. m., in obedience to the general signal, I got under way and took position in line of battle behind the Pittsburg, and proceeded down towards the batteries at Grand Gulf. At 8.15 the enemy opened fire from the Point of Rocks battery, which was replied to by this with bow and port broadside guns. Rounded to and opened fire on the second battery, mounting three heavy pieces of ordnance and two field-pieces. In conjunction with the other attacking vessels, this fort was silenced about 11 o'clock. At 11.30, in obedience to orders, moved up and attacked the Point of Rocks battery, at distances varying from three hundred to twelve hundred yards. At 1.15 p. m. followed the motions of the flag-ship, in obedience to signal, and made fast to the bank at 2.30 p. m. The enemy had in their scattered batteries thirteen pieces of ordnance of different calibre, seven being heavy, the other field artillery. At 8.30 p. m. got under way and took position three hundred yards astern of the Benton. At 9.05 the enemy opened fire from the Point of Rocks battery, and the lower batteries opened fire with bow and broadside guns as they would bear upon the enemy's batteries. At 9 50 p. m. ceased firing, and followed the flag-ship Benton down the river. At 11 made fast to the Louisiana bank, at the Disharoon plantation.

I am happy to say no casualties occurred on board this vessel, and to express

my great satisfaction at the conduct of the officers and men. We received but seven shots, four in the hull and three in the light works of the ship. We fired four hundred and forty-four shots during the two engagements—four hundred and eighteen in the first, and twenty-six in the last. I send the report of the gunner and carpenter.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander J. W. Shirk.

UNITED STATES SHIP TUSCUMBIA,
Mississippi River, below Grand Gulf, April 30, 1863.

SIR: I have the honor to make the following report of the part taken by this ship in yesterday's action between the squadron under your command and the rebel batteries at Grand Gulf.

In obedience to your order we got under way at 7 a. m. and followed the United States gunboat Mound City down the river. At 8.25 we engaged the upper and heaviest fort, the leading vessels having gone down to attack the lower batteries. This ship devoted the whole of her time to the upper fort, from positions above, below, and abreast of it, as the current and eddy made it necessary for us to take, until, at 25 m. p. m., the port engine was disabled, when we endeavored to pass above by using the propellers, but were unable to stem the current. I therefore was compelled to drop down out of action to find an anchorage.

During the early part of the fight a rifle shell struck the outer edge of the port shutter of the midship port, opened it, and entering the turret exploded inside, killing four men and wounding several others. Another shell struck both shutters of the same port, jamming them so that they could not be used. This deprived me of the use of the midship gun for the remainder of the action. We used the starboard stern gun upon the lower battery, until a shell entered the after turret and exploded, disabling every man at the gun but one.

The shell that exploded in the forward turret threw sparks of fire into the shell-room and magazine passages. I most earnestly request that when an opportunity offers a different arrangement of these passages may be made.

We were struck very often upon the forward turret, but sustained no material damage except the losing one plate of the armor overboard and the starting of several more. The plates were never put on in a proper manner, and wherever a shot struck the armor the bolts were started. The light wood-work on deck is completely riddled.

Great praise is due the officers and men of this ship for their gallantry and spirit displayed throughout the fight. My thanks are due to the executive officer, Acting Master A. F. Tayon, who ably seconded me during the battle; also to Acting Ensigns Marshall, Farrell, Edson, and Dunlap, who had charge of the guns; Assistant Paymaster George A. Lyon acted as my aid, taking notes, until with my approbation he volunteered to assist the medical officer in taking care of the wounded.

The engines were ably managed by Acting Chief Engineer J. W. Hartupes and his assistants. Pilot Joseph McCammant did his duty faithfully at the wheel until he was wounded and fainted from loss of blood. Pilot Isaac Ashton performed his duty bravely and well during the whole of the fight. Assistant Surgeon F. E. Potter was assiduous in his attention to the wounded.

In conclusion, I have to report that the ship will need very extensive repairs before she will again be able to run.

I am sorry to report a large number of casualties. Among the dead is First-Lieutenant Samuel Bagsley, of the 29th regiment Illinois volunteers, who commanded a detachment of his company (company D) at present on duty on board this ship. He was a brave and gallant soldier.

The ship was struck eighty-one (81) times by shot and shell. Grape and shrapnell were also used upon us.

I enclose herewith reports from Assistant Surgeon Fred. E. Potter, United States navy, the medical officer of the ship; Acting Carpenter John Cronan, and Acting Gunner Reuben Applegate.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Com'dg U. S. Mississippi Squadron, Flag-Ship Benton.

Casualties on the Tuscumbia.

UNITED STATES STEAMER TUSCUMBIA,
April 30, 1863.

SIR: I have to report the following casualties as having occurred on board this vessel in the action of yesterday:

Killed.—Samuel Bagsley, first lieutenant, company D, 29th regiment Illinois volunteers; Henri Loquet, ordinary seaman; John Manly, officers' cook; William H. Wright, landsman; Francis Adams, ordinary seaman.

Wounded.—James Marshall, acting ensign, contusion of left forearm; A. H. Edson, acting ensign, contusion of forearm and elbow; Joseph McCammant, pilot, flesh wound left leg; Ernest Clark, acting master's mate, contusion of neck and right thigh; Reinhardt Underberg, seaman, compound commuted fracture frontal bone with hernia cerebri, wounds of right forearm, wrist, and left eye; Michael Dinnan, quartermaster, compound commuted fracture of left parietal bone, with hernia cerebri; John Campbell, ordinary seaman, compound commuted fracture of right temporal bone, with hermia cerebri; Michael Kearns, seaman, wound of right dorsal region; Gustavus Hastings, private, company D, twenty-ninth regiment Illinois volunteers, wound of left thigh; William Flinn, landsman, right eye and root of neck; Thomas Mears, landsman, left side of abdomen and left forearm; Edward Brown, private, company D, twenty-ninth regiment Illinois volunteers, wound of superciliam, and left forearm; Robert Storey, seaman, wound of right forearm and hand; Vergerian Simonson, landsman, centurim of right thigh; Robert Walker, ordinary seaman, slight wound of face and right hand; John Groves, captain of forecastle, wound of left hand and fingers; Stephen Lockwood, seaman, left wrist; Henry Housington, landsman, wound of chest, slight; Charles Smith, seaman, contusion of left elbow; William Brown, quarter gunner, wound of face and neck; Rudolph Reinhardt, seaman, left side of abdomen and face; George Buhlage, seaman, wound of scalp; Michael Shea, cockswain, wound of left eyelid; Robert McFarland, seaman, wound of scalp.

I am, very respectfully, your obedient servant,

FRED. E. POTTER,
Assistant Surgeon, U. S. N.

Lieut. Com'dr JAMES W. SHIRK, U. S. N.,
United States Steamer Tuscumbia.

Report of Lieutenant Commander Byron Wilson,

UNITED STATES GUNBOAT MOUND CITY,
Below Grand Gulf April 30, 1863.

SIR: I have the honor to report that, in obedience to your orders, I got under way yesterday morning, and took my position in line of battle astern of the Carondelet, and moved down the river, opening fire on the upper of the Grand Gulf batteries at 7.50 a. m., delivering first the bow and then the starboard broadside guns.

Steaming on down, I rounded to below the lower batteries and commenced firing at one thousand yards, using 5″ shell and occasionally shrapnell. These lower batteries were silenced after a heavy shelling of nearly four hours. In obedience to signal, and following our leader, we moved up to the upper battery, and steamed around in a circle several times, immediately in front of it, and passing within three hundred yards, using all of our guns in succession. We were unable, however, to hit the guns of the enemy, owing to the skilful and scientific arrangement of the embrasures. At 12.45, after five hour's hard fighting, and in obedience to signal, I steamed up the river out of range. During the action I am happy to say that no one was injured. The light work was considerably cut up, but no serious damage done to the hull.

In the evening, at 7.40 p. m., I got underway and took my position in line of battle for the purpose of engaging the Grand Gulf batteries while the army transports passed them. We gained our object, keeping the batteries so well employed that probably not a transport was even fired at. We used our bow and starboard broadside guns, firing with the greatest deliberation. The transports having passed, I dropped down and tied up to the bank. During this action the vessel was struck several times—a very heavy one, which struck on the starboard side, killed First Sergeant Fritz Vermold, company A, fifty-eighth Ohio volunteers instantly. The worst injury the hull of this vessel received was from the Louisville running into the port side, she heading down the river while I was heading up. In both the above actions the officers and men were distinguished for their bravery and coolness, the officers of the gun divisions especially. We expended two hundred and sixty-one projectiles.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Lieutenant J. McLeod Murphy.

UNITED STATES STEAMER CARONDELET,
Mississippi River, three miles below Grand Gulf, May 2, 1863.

SIR: I have the honor to submit the following report of the part taken by this vessel in the action of the 29th ultimo:

In obedience to the signal, I took my position in the line of battle astern of the Louisville, and approached the upper battery at the Point of Rocks, Grand Gulf, within about fifteen hundred yards distance, at 8 a. m., and opened fire on it with the three 9-inch guns comprising the bow battery; then steamed slowly down, passed all the batteries, discharging our bow and port side guns (one 42-pounder rifle, and two 8-inch guns) as occasion offered. I then rounded to under the bar, steamed up stream, preserving the line of order, and manœuvred

the vessel so as to bring our guns to bear most efficiently. The bow and starboard guns were actively engaged. Obeying the signal, I ordered the firing to cease, and steamed up the river, arriving at Hard Times landing at 2 p. m. The action continued almost incessantly about five hours.

At about 8 p. m. we again steamed down the river with the squadron, firing at the batteries as we passed, and rounded to abreast of the lower battery, which was silenced. The army transports having passed, we steamed down and made a landing at this point. In the two attacks the vessel was struck five times, occasioning not very serious damages; and in the engineer department our loss was two wheel arms, two circle segments, and two wheel braces cut off.

No casualties, fortunately, occurred among the officers and crew, who conducted themselves throughout with great coolness, courage, and efficiency.

I enclose the gunner's report of ammunition expended.

I am, respectfully, your obedient servant,

J. McLEOD MURPHY,
Acting Lieutenant Commanding.

Admiral D. D. PORTER, U. S. N.,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant W. R. Hoel.

UNITED STATES STEAMER PITTSBURG,
Mississippi River, May 1, 1863.

SIR: I have the honor to report that on April 29, in accordance with instructions from you, I proceeded with this vessel to engage the enemy's batteries at Grand Gulf at 8.10 a. m. Although struck by the enemy's shot thirty-five times during the engagement, and severely cut up by them, she is in no way disabled. While engaging the enemy, four hundred and twenty-nine rounds were fired, principally from her bow and starboard broadside batteries, consisting of shot, shell, shrapnell, grape, and canister.

At 1.30 p. m., in obedience to orders, (by signal from the Louisville,) I withdrew my vessel from the engagement.

I regret to have to report the following casualties: Killed six, wounded thirteen.

While passing below, and engaging the batteries the same night, I fired twenty-one rounds. The vessel received but two shots, neither doing serious damage; casualties none. The conduct of both officers and crew during both actions was that of *men who had the cause of their country at heart.*

I enclose reports of surgeon, gunner, engineer, and carpenter.

I am, most respectfully, your obedient servant,

W. R. HOEL,
Acting Volunteer Lieutenant Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Casualties on the Pittsburg.

UNITED STATES STEAMER PITTSBURG,
April 30, 1863.

SIR: I have the honor to report the following list of casualties occurring on board this vessel during the engagement at Grand Gulf, April 29, 1863:

Killed.—John Carroll, captain forecastle; Richard Gray, landsman; William Springer, Gottlieb Stinger, Absalom E. Leffler, marines; James Haywood, contraband.

Wounded.—James Ovatt, master's mate, slightly; James Kelroe, Austin Fowler, John Scott, seamen, severely; Alexander Smith, Charles Strand, Robert Hartly, Frederick Kruse, seamen, slightly; J. Fartiz, marine, amputated leg; A. Westenberger, marine, severely; D. Hufford, Addison Deets, marines, slightly.

Respectfully,

F. M. FOLLETT,
Acting Assistant Surgeon.

Acting Volunteer Lieut. WILLIAM R. HOEL,
Commanding U. S. Steamer Pittsburg.

Additional report of Acting Rear-Admiral Porter.—Description of Grand Gulf and the batteries.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Grand Gulf, Mississippi, May 3, 1863.

SIR: I have the honor to report that I got under way this morning, with the Lafayette, Carondelet, Mound City, and Pittsburg, and proceeded up to the forts at Grand Gulf for the purpose of attacking them, if they had not retreated. The enemy had left before we got up, blowing up their ammunition, spiking the large guns, and burying or taking away the lighter ones. The forts consisted of thirteen guns in all; the works are of the most extensive kind, and would seem to defy the efforts of a much heavier fleet than the one which silenced them. The forts were literally torn to pieces by the accuracy of our fire. Colonel Wade, the commandant of the batteries, was killed, also his chief of staff. Eleven men were killed that we know of, and many wounded, so our informant says; he also says no one was permitted to go into the forts after the action except those belonging there. We had a hard fight with these forts, and it is with great pleasure I report that the navy holds the door to Vicksburg.

Grand Gulf is the strongest place on the Mississippi; had the enemy succeeded in finishing the fortifications, no fleet could have taken them. I have been all over the works, and found them as follows: One fort on Point of Rocks, seventy-five feet high, calculated for six or seven guns, mounting two 7-inch rifles and one 8-inch, and one Parrott gun on wheels (carried off.) On the left of this work is a triangular work, calculated to mount one heavy gun; these works are connected with another fort by a covered way and double rifle-pits, extending three-quarters of a mile, constructed with much labor, and showing great skill on the part of the constructor. The third fort commands the river in all directions; it mounted one splendid Blakely 100-pounder and one 8-inch; two 32-pounders were lying bursted and broken on the ground. The gunboats had so covered up everything with earth that it was impossible to see at a glance what was there. With the exception of the guns that were dismounted or broken, every gun that fell into our hands was in good condition, with a large quantity of ammunition.

This is by far the most extensive built work, with the exception of those at Vicksburg, I have yet seen; and am happy to say we hold it. I am dismounting the guns, and getting on board the ammunition; and, as I leave in an hour for Red river, Lieutenant Commander Owen will carry out my instructions.

I hear nothing of our army as yet. Was expecting to hear their guns as we advanced on the forts.

Killed.—John Carroll, captain forecastle; Richard Gray, landsman; William Springer, Gottlieb Stinger, Absalom E. Leffler, marines; James Haywood, contraband.

Wounded.—James Ovatt, master's mate, slightly; James Kelroe, Austin Fowler, John Scott, seamen, severely; Alexander Smith, Charles Strand, Robert Hartly, Frederick Kruse, seamen, slightly; J. Fartiz, marine, amputated leg; A. Westenberger, marine, severely; D. Hufford, Addison Deets, marines, slightly.

Respectfully,

F. M. FOLLETT,
Acting Assistant Surgeon.

Acting Volunteer Lieut. WILLIAM R. HOEL,
Commanding U. S. Steamer Pittsburg.

Additional report of Acting Rear-Admiral Porter.—Description of Grand Gulf and the batteries.

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Grand Gulf, Mississippi, May 3, 1863.

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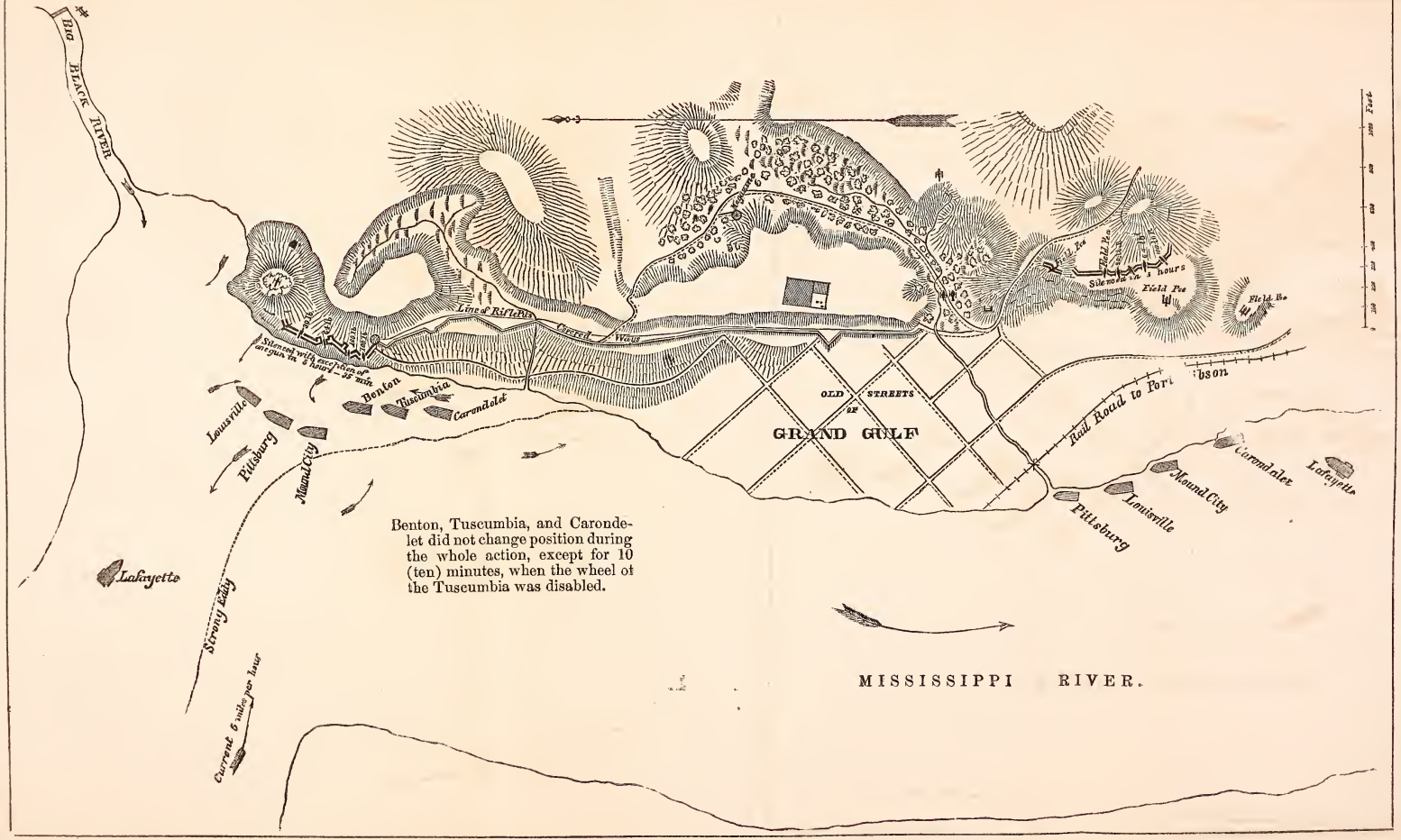
BATTERIES AT GRAND GULF CAPTURED BY THE UNITED STATES MISSISSIPPI SQUADRON, MAY 3, 1863.



Benton, Tuscumbia, and Carondelet did not change position during the whole action, except for 10 (ten) minutes, when the wheel of the Tuscumbia was disabled.

Since making the above examination, two new forts have been found, nearly finished; they had no guns, but were complete of the kind as regards position, and had heavy field-pieces in them.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

U. S. MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Near Vicksburg, June 5, 1863.

SIR: I have the honor to send you a chart and plan of Grand Gulf, captured by the Mississippi squadron May 3, 1863.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

These batteries mounted one 100-pounder, two 64-pounders, two 7-inch rifle cannon, one 30-pounder Parrott shifting gun, two 30-pounder Parrotts in battery, two 20-pounder Parrott near main magazine in covered way, three 10-pounder Parrotts on the hills. Batteries engaged by the gunboats for five hours and thirty-five minutes; the lower battery silenced and covered up in three hours; the upper batteries silenced, with the exception of one gun, which could not train on any vessel, being clogged with earth. The Lafayette laid opposite this battery, and kept the people from working until dark, when it was partially repaired. The defences were all earthworks.

In addition to the above, four or five small field-pieces were used by the rebels, and shifted about from place to place

(Copied from a survey made by T. M. Farrell, United States navy, May, 1863, by Alexander Strauz, United States coast survey.)

CAPTURE OF FORTS DE RUSSY, RED RIVER, AND ALEXANDRIA, LOUISIANA.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Alexandria, Louisiana, May 7, 1863.

SIR: I left Grand Gulf at noon on the 3d instant, and arrived that night at the mouth of Red river.

After communicating with Admiral Farragut, and being kindly supplied by Commodore Palmer with men and ammunition to supply deficiencies, I proceeded up Red river on the 4th with the Benton, Lafayette, Pittsburg, Price, ram Switzerland, and tug Ivy. Meeting two of Admiral Farragut's vessels, the Arizona and Estrella, coming down, I detained them, and took them back with me. We arrived next evening at Fort De Russy, a powerful casemated work, (three casemates,) and a flanking battery nearly at right angles with it, calculated to mount seven guns. The enemy had, however, evacuated the works, taking away all but one gun, a 64 pounder, and only the day before had

managed to get away the XI-inch and IX-inch guns captured from the Indianola; they had, however, destroyed the carriages and equipments.

The enemy had at this point a heavy raft that cost $70,000 to build; it was landed on either bank of the river, and fastened with chains. The Price, however, soon opened it by running against the end, and made a passage for the rest of the steamers.

I laid by the fort that night, and upon close examination, finding that it would take too much time to destroy it effectually, pushed on to Alexandria, where we arrived this morning early.

I sent the Arizona ahead last night to surprise any steamer that might be at the town, and this morning took formal possession without any resistance; indeed, there seemed to be great cordiality shown us all along this river.

In the town there was great rejoicing among the Union men at our arrival, and no indisposition on the part of any one to meet us in a friendly spirit. I have seized all the rebel property here, but they removed only as late as last night some of the most valuable. What steamers they had here had been lightened, and taken above Shreveport, (which is 350 miles by river from here,) and are out of our reach for the present. I send the gunboats to-morrow up Black river, where there are twenty transports, some of which we may capture.

This evening General Banks came into Alexandria, having made a rapid march from Opelousas, and reached here one day sooner than I expected him. I turned over the city to him, and shall return in a few days to Grand Gulf. The water is too low for us to ascend higher up Red river and return with safety. As we ascended, the rebels fled before us, abandoning also some works they were erecting seven miles below Alexandria.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'd'g Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

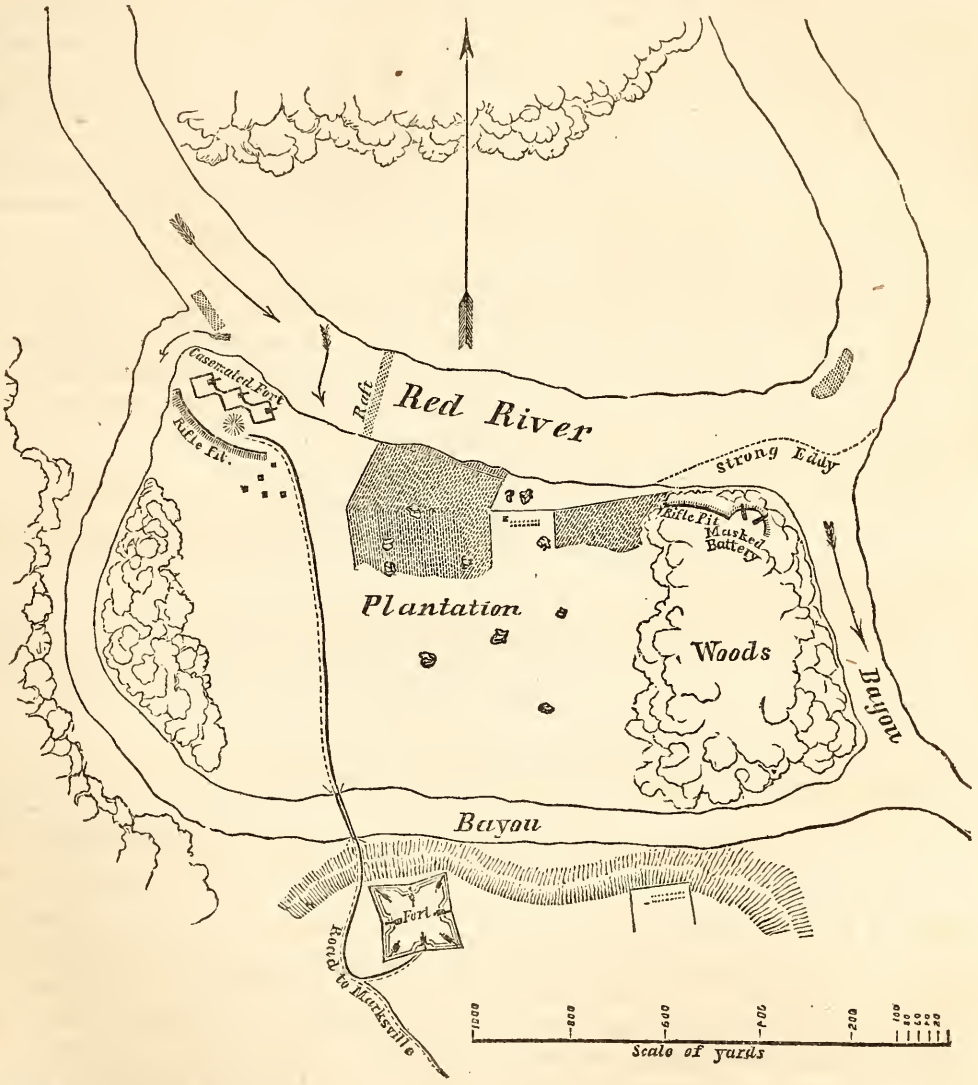
Destruction of Fort De Russy and reconnoissance on Black river.

MISSISSIPPI SQUADRON, FLAG-SHIP GENERAL PRICE,
Grand Gulf, Mississippi, May 13, 1863.

SIR: I had the honor to inform you from Alexandria of the capture of that place and the forts defending the approaches to the city by the naval forces under my command. Twenty-four hours after we arrived the advance guard of United States troops came into the city, and General Banks arriving soon after, I turned the place over to his keeping. The water beginning to fall, I deemed it prudent to return with the largest vessels to the mouth of Red river. I dropped down to the forts De Russy in the Benton and undertook to destroy those works. I only succeeded, however, in effectually destroying the three heavy casemates commanding the channel, and a small water battery for two guns, about 600 hundred yards below it. I also destroyed (by bursting) one heavy 33-pounder and some gun-carriages left in their hurry by the enemy. The main fort on a hill some 900 yards from the water I was unable to attend to. It is quite an extensive work, quite new and incomplete, but built with much labor and pains; it will take two or three weeks to pull it to pieces. I had not the powder to spare to blow it up; the vessels will be ordered to work on it occasionally, and it will soon be destroyed.

In this last-mentioned fort was mounted the XI-inch gun which I am led to

PLAN SHOWING THE DEFENCES OF THE FORT ON RED RIVER, BUILT BY GEN. DERUSSEY, REBEL ARMY, DESTROYED MAY 9, 1863, BY THE FLAGSHIP BENTON.



believe lies in the middle of the river near the fort, the rebels throwing it overboard in their panic at the approach of the gunboats.

The raft which closed the entrance I have blown up, sawed in two, and presented it to the poor of the neighborhood.

I sent Commander Woodworth, in the Price, with the Switzerland, Pittsburg, and Arizona, up Black river to make a reconnoissance. They found heavy batteries at Harrisonburg, and as the rebels refused to surrender, the boats shelled them, but without much effect. Our force being small, and the forts on high hills, Commander Woodworth sent back to report to me; but as I had no time to attend to the Harrisonburg forts at the moment, I ordered the return of the expedition. Commander Woodworth destroyed a large amount of rebel stores, (valued at three hundred thousand dollars,) consisting of salt, sugar, rum, molasses, tobacco, and bacon.

I left the place blockaded, and returned to Grand Gulf to look after other portions of the squadron.

I left Captain Walke, in the Lafayette, at Alexandria for the present, also the Switzerland, Arizona, and Estrella, to co-operate with General Banks in case he should require the services of the navy.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Comd'g Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

Sketch of Fort De Russy.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Yazoo River, May 16, 1863.

SIR: I have the honor to enclose herewith a sketch of Fort De Russy, on Red river, captured by a portion of this squadron on the 9th of May.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

FEIGNED ATTACK ON HAINE'S BLUFF.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Mouth of Red River, May 12, 1863.

SIR: I have the honor to enclose herewith the reports of Lieutenant Commander K. R. Breese and others, in relation to a feigned attack on Haines's Bluff, to prevent the enemy from sending re-enforcements to Grand Gulf.

The plan succeeded admirably, though the vessels were more exposed than the occasion called for; still, as they met no casualties, with the exception of hits in the hulls, it mattered but little.

I am, &c., very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Comd'g Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander K. R. Breese.

UNITED STATES STEAMER BLACK HAWK,
Yazoo River, May 2, 1863.

SIR: Enclosed I send a copy of a letter from General Grant to General Sherman.

I co-operated with him in a feigned attack upon Haines's Bluff, its object being to prevent heavy re-enforcements sent to repel the land attack at Grand Gulf.

At 1 p. m. of the 29th of April this portion of the squadron, consisting of the Tyler, Choctaw, De Kalb, Signal, Romeo, Linden, Petrel, and Black Hawk, with three 13-inch mortars, in tow of tugs, proceeded up the river, followed by ten large transports carrying Major General Blair's division to Chickasaw bayou, all under command of Major General W. T. Sherman, where we remained for the night. A regiment was sent out near the old battle-ground without any important discovery. At 9 on the morning of the 30th the whole force, except the Petrel, stationed at Old river, proceeded up the river in the above order, and took position as in the accompanying sketch.

The Choctaw and De Kalb opened fire upon the main works at Droomgould's Bluff, and the Tyler and this ship, with 30-pounder rifles, upon the field-works and batteries. I refer you to enclosed reports of commanders for particulars.

The De Kalb was handled with the skill always exhibited by Lieutenant Commander Walker; and the management and whole conduct of the Choctaw, Lieutenant Commander Ramsay, was worthy of the best of your tried commanders.

From the high stage of the water the Choctaw and DeKalb could not be brought head on to the batteries without too great exposure, which neither the force nor circumstances would permit; and although they were fought nearly at a broadside, I am happy to state that no casualties occurred, nor did any in the whole expedition while in action. I soon saw the disadvantageous way the Choctaw was compelled to fight, and the De Kalb necessarily, from her vulnerable sides, could share little of the exposure of the heavy fire concentrated upon her; but as the demonstration was considered so important by General Sherman, I felt compelled to make it appear as much of a real attack as possible without too great risk; accordingly the vessels were allowed to remain under fire upwards of three hours and a half, when I made the signal to retire.

Lieutenant Commander Ramsay remained upon deck during the whole engagement, and you will judge from his report the heavy fire he was under. Scarce a moment but a jet of water was thrown up near her, or a shot struck her. The Tyler was obliged to retire early, from receiving a Whitworth shot at the water's edge, causing her to leak badly, but was soon ready for action again. The position of this ship was changed several times, as the enemy nearly got our range.

At 6 p. m. the troops were landed, and marched up towards Haines's Bluff on the only roadway, the levee, making quite a display, and a threatening one also. As the pickets and skirmishers approached the road leading to the bluffs a very heavy battery was opened, sweeping the narrow causeway, upon which not more than two men could walk abreast. Videttes, &c., were thrown out, and at dark the troops were quietly embarked, leaving out pickets, &c. The next day a regiment was landed on the opposite side, and marched up in the direction of the bluffs, but before reaching the river were met by an impassable bayou and the heavy fire of the forts on the bluffs.

It was observed in the morning that new works had been thrown up during the night, some of the old ones extended, and several new and apparently heavy

guns placed in position. At 3 p. m., by previous arrangement, the De Kalb, Choctaw, Tyler, and this ship, opened upon these works, and drew the fire from a 32-pounder rifle gun and a Whitworth gun. They were silenced, having fired not more than four rounds each. Our practice was excellent, and it would be difficult to determine to which ship belonged the credit of silencing these guns.

Observing heavy ox teams, apparently drawing heavy guns, our fire was turned toward them, and to the valleys adjacent, in which troops were supposed to be concealed, with what damage is not known. Our firing gradually slackened, until at dark it ceased altogether; and at 8 p. m., General Sherman having received orders to take his corps to the other side, the vessels all returned to their old anchorage, in the mouth of the Yazoo, without accident. The rebel lieutenant captured by Captain Walker, being wounded, I turned over to General Sherman, who, having a hospital boat with him, could properly attend to his case.

This prisoner states that a major and three privates of his party were killed; that they have eleven heavy guns in their batteries, from 10-inch smooth bore to the heaviest rifled, and two brigades to guard it, its only approach being that over the narrow causeway before mentioned, which were entirely commanded by guns sweeping in all directions; also that the raft had broken adrift, proof of which was evident enough as we advanced. He also stated that it was reported that Port Hudson had been evacuated.

During the ten days' operations this ship fired 227 30-pounder shells. I regret that I can make nothing of the paper case time fuze furnished us. In all our experiments and in actual service they could not be relied upon, scarcely ever bursting.

Ensigns Bridgman and Miller had each charge of a gun, and the accuracy of their fire elicited much applause, and must have discomforted the enemy much. We were firing at about 3,000 yards.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander John G. Walker.

UNITED STATES GUNBOAT BARON DE KALB,
Mouth of Yazoo, May 2, 1863.

SIR: I have the honor to forward the following report of the part taken by this vessel in the feigned attack upon Droomgould's Bluff on April 30 and May 1:

Upon the first day I moved into position and opened fire at 10.50 a. m., and continued firing heavily until about 2 p. m., when I retired by signal. As the attack was but a feint, and being ordered not to risk my vessel, I covered her with the river bank, avoiding the enemy's fire as much as possible.

At 2 p. m., while dropping out of action, the others having retired, was fired upon by musketry from some buildings on the east bank of the river at a distance of about fifty yards. I immediately ran into the bank and landed Acting Master C. S. Kendrick, with about twenty-five men, who dislodged the enemy from the buildings and chased them five or six hundred yards into the swamp, killing one officer and three privates, and taking a second lieutenant, of the third Louisiana infantry, prisoner. Mr. Kendrick behaved very gallantly, capturing the prisoner in a hand to hand fight by knocking him down with his pistol. The prisoner reports the officer killed to have been a major. E. N. House,

quartermaster, was shot through the right arm by a rifle ball, but not seriously injured. At 6 p. m. I again moved up near my former position to cover a movement of troops, and remained until the following day.

The enemy fired sharply until sunset, but fortunately without effect. On the second day, at 3.10 p. m., got under way and dropped down to the squadron, firing upon the enemy as my guns bore, and continued firing until dark. The enemy failed to reply after the first half hour, although the whole squadron was within easy range. During the two days I expended two hundred rounds of ammunition.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander.

Lieut. Comd'r K. R. BREESE,
Senior Officer present.

Report of Lieutenant Commander F. M. Ramsay.

UNITED STATES STEAMER CHOCTAW,
Yazoo River, May 3, 1863.

SIR: I have the honor to report that on the 30th ultimo, in company with the squadron, I engaged the enemy's batteries on Droomgould's Bluff from 10 a. m. to 1.40 p. m., when, in obedience to signal from flag-ship, I dropped down a short distance and tied to the right bank of the river.

The enemy's shot struck this vessel forty-six times, besides cutting away six smoke-stack guys. The turret was struck six times, a 10-inch solid shot penetrating the crown and a 6-inch pointed shot burying itself. Two shot struck below water-line on starboard side forward of turret; one carried away starboard forward warping chock; eleven struck the smoke-stacks; one the starboard forward ventilator; one carried away first cutter's after davit and stove gig; one struck casemate below pilot-house and glanced; one penetrated iron on starboard side, forward of wheel-house curve, and glanced; five struck curve forward of starboard wheel; two penetrating iron and wood; one penetrating wood casemate inside of starboard wheel; four struck starboard wheel-house, carrying away one outside circle and three arms of starboard wheel; six struck port wheel-house, carrying away one outside circle and ten arms of port wheel; one struck wardroom skylight; one through storage room; one cut away pendant staff, one the ensign staff, and one the forward wheel beam hog chain. A shot is supposed to have struck under water on starboard side abreast of boilers. Two men were slightly bruised on the wrist by splinters. In the evening the enemy's batteries again opened fire. I moved to the left bank of the river and returned it for a short time. On the 1st instant, at 3 p. m., I opened again on the batteries and fired slowly until 7 p. m.

During the two days sixty-nine shells and three solid shot were fired from the 100-pounder Parrott gun, and forty-five shells and five solid shot from the 9-inch gun. The 100-pounder gun was commanded by Acting Ensign W. C. Bennett, and the 9-inch by Acting Master's Mate C. C. Johnson, under the superintendence of Acting Ensign and Ex. Officer W. A. Abbott.

The officers and men under my command deserve great credit for the manner in which they performed their duty. The greater portion of the crew had been only eight days on board when the engagement took place, and, owing to the unfinished state of the vessel, had had only three days' exercise at the guns.

The 10-second fuzes for the Parrott shells did not burn properly, the shells

having them in exploded much too soon, and one of them so close to the muzzle of the gun that the pieces struck the forecastle deck in three places and set fire to the vessel.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant Commanding.

Lieut. Com'dr K. R. BREESE,
Senior Naval Officer, mouth of Yazoo River.

Report of Lieutenant Commander Jas. M. Pritchett.

UNITED STATES GUNBOAT TYLER,
Yazoo River, May 2, 1863.

SIR: I have the honor to submit the following report of the part taken by this vessel in the demonstration upon Droomgould's Bluff, April 30 and May 1: On the morning of the 30th got under way at 9.15 and took my position astern of the Baron de Kalb. At 10.15 came within range of the lower batteries, which I opened on with my 30-pounder rifles. At 10.30 made fast to the left bank of the river, and kept up the fire on these batteries. At 11 a. m. was struck between wind and water on starboard side, and was obliged to drop out of the fire and keel the vessel over to stop the hole. After repairing, the order was given to retire. At 2.30 p. m. received orders to drop down about two miles below the transports to prevent the rebels from planting a field battery. Laid there until 9.30 next morning, when I got under way and stood up the river, and made fast to the right bank and astern of the Choctaw, and within range of two small batteries, which the enemy had erected during the night. At 3 p. m. opened a steady and well-directed fire on these batteries until 7 p. m. This vessel was struck once in the wheel-house by a large fragment of shell.

At 9.30 p. m. got under way and returned to my anchorage at the mouth of Yazoo river.

During the two days fired eighty-one Parrott shells and thirty VIII-inch.

Very respectfully,

JAS. M. PRITCHETT, *Lieutenant Commander.*

Lieut. Com'dr K. R. REESE,
Senior Officer present.

REPORT OF LIEUTENANT COMMANDER LEROY FITCH OF HIS OPERATIONS ON THE TENNESSEE AND CUMBERLAND RIVERS.

MISSISSIPPI SQUADRON, FLAG-SHIP BENTON,
Mouth of Red River, May 12, 1863.

SIR: I have the honor to enclose herewith a report from Lieutenant Com mander Le Roy Fitch in relation to operations in the Tennessee and Cumberland rivers.

I am, sir, very respectfully, your obedient servant.

DAVID D. PORTER,
Acting Rear-Admiral Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT LEXINGTON,
Paducah, Kentucky, April 2, 1863.

SIR: I have the honor to report operations on the upper Tennessee river during the last few days.

Acting Volunteer Lieutenant Jason Gowdy was patrolling the river with the gunboats Robert and Silver Lake.

Enclosed I forward his report of operations up to the time I joined him at Fort Hindman, on the 27th of March. I took from the fort one hundred and fifty soldiers under command of Col. Graig, and after distributing them on the three boats proceeded on up the river. I made several landings along on the route, reported to be infested by guerillas, but found none till we reached the neighborhood of Savannah, being informed that back of Boyd's landing, about four miles, was a cotton factory owned by, and doing work for, the rebels. I had determined to destroy it. I therefore landed at Boyd's, and sent out an expedition, numbering about two hundred soldiers and sailors. Colonel Graig took charge of the force. The executive officer of this steamer, Acting Volunteer Lieutenant Dunn, took charge of the sailors. The expedition moved out to the factory with caution, as Colonel Cox's cavalry regiment was stationed but two or three miles beyond. Arriving at the mill, breastworks of cord-wood were thrown across the road, and inquiries made regarding the operations of the factory.

From what could be learned, the mill was run on shares with the country people; the material went in an indirect way to the rebel soldiers, through their friends at home. The books were all clean, and contained nothing to condemn the factory; but knowing that the mill did aid in an indirect manner the rebels, it was thought proper not to burn it, but to effectually prevent its doing more work, which was done by removing the running gear, pistons, cylinder heads, brasses, and all like portable portions, and placing it on board this vessel. Two mules and a wagon, which were pressed to haul the machinery down to the boat, were retained as lawful prizes, as it was ascertained they belonged to Colonel Cox's rebel cavalry. Two horses also were captured by Mr. Dunn, belonging to guerillas.

A short distance above this landing, and about three miles from the river, was reported a plantation owned by a noted rebel—Smith. The boats were landed, and an expedition sent out to the place. This plantation was occupied by a man by the name of Dillihunty, and is known to be a rendezvous for guerillas. Yet this Dillihunty claims to be loyal, has *taken the oath*, and says he bought the farm of Smith. This may be true, but he had no papers to prove it, has never been molested by the guerillas; and in fact, as I have since learned, was at the time raising a guerilla company, as several men were at the time on his premises, one of which I took prisoner, he having been engaged in the guerilla service; and as our men were fired at by a guerilla near his place, the indications were such as to render his position very doubtful.

I therefore took from the farm twenty-five bales of cotton (to be held till he proves his loyalty) and some cavalry horses.

After leaving this landing, I proceeded on up to Chickasaw, at the foot of Colvert shoals; there was scant five feet on the shoals, so I sent the Robert and Silver Lake above with orders to make thorough reconnoissance and return the same night, as the river was falling too fast to risk them above longer. Acting Volunteer Lieutenant Gowdy reports the enemy in force on both sides of the river at Florence. He shelled and drove them out of their camp on the left bank, but was not able to tell their number nor to ascertain the callibre of their heavy guns, as the wind was blowing a gale right across the river, and he was fearful of getting caught above the shoals by falling water. Before reaching

Florence he surprised a picket guard, captured five horses, some carbines, and one prisoner. He joined me at Chickasaw just at dark.

Returning down the river I stopped at a farm belonging to a notorious rebel by the name of Hays, who had been very zealous in enforcing the conscript law, and feeding the guerillas—sent a detachment back three miles, to his house, and brought away about one thousand pounds of bacon, and all the corn we could carry, also three mules and a wagon belonging to him. Colonel Graig took charge of the bacon, as the army at Fort Hindman were short of supplies.

The result of the several small expeditions is as follows: eight guns, (cavalry carbines,) 25 bales of cotton, 15 horses, (three broke loose and escaped at Fort Hindman,) twelve mules, (one shot through the thigh, and left at Fort Hindman,) and two wagons; also eight prisoners.

I would state that all men along the river above Fort Henry must be either disloyal in sentiment or actually engaged in the rebel cause; from what the numerous refugees tell me, none expressing sentiments the least loyal are permitted to remain at home or cultivate their farms.

Since so many of these guerillas have been found dead on the battle-field with the oath of allegiance in their pockets, I am forced to believe no man living with these guerillas, though he had taken the oath forty times.

I have given transportation to over sixty refugee families since I have been on these waters; but applications for conveyance out of the river have become so very numerous from young men fleeing from the conscript, that I have been induced to give the captains of boats instructions to render all the aid in their power to families, but under no circumstances to bring or pass out able-bodied young men. We are in want of men for the gunboats, and if they love the Union better than rebellion, now is the proper time to show it; they must take sides either one way or the other. This has already had the effect of sending some thirty or forty into General Dodge's cavalry, and has given the gunboats some eight or ten recruits. I deem it high time that some of these loyal refugees were showing some proof of their loyalty.

I hope, as soon as there is another slight rise in the Tennessee, to be able, with General Dodge's cavalry co-operating, to capture all the force on the Tuscumbia side at Florence.

My plan will be this: to watch the river closely; as soon as there is the least indication of a rise, get forces from General Dodge, take the infantry over Culvert shoals, land them at Tuscumbia landing, let the cavalry come in on the Tuscumbia road, and while the forces are getting in the enemy's rear I will push on up with four or five of the lightest-draught boats, and engage them in front.

I have written to General Dodge to this effect, and rely upon his hearty co-operation to complete the programme. With his co-operation I am confident of success.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

UNITED STATES GUNBOAT LEXINGTON,
Smithland, Kentucky, April 6, 1863.

SIR: I have the honor to report, that on the third instant, while coaling at this place preparatory to again ascending the Tennessee, I received a telegram from Acting Volunteer Lieutenant J. S. Hand, commanding gunboat St. Clair,

that the fleet under his convoy had been attacked at Palmyra, and that the St. Clair was disabled.

I got under way immediately, and started up the river with the Lexington, Brilliant, Robert, Silver Lake, and Springfield, having been informed that the enemy were in strong force, and had heavy field batteries.

Below Donelson I met the St. Clair, being towed down and followed by her consort, the Fairplay. I turned the Fairplay back to follow me and proceeded on up. Arriving at Palmyra, I found the enemy had retreated towards Harputh shoals. I landed opposite the town and sent a detachment on shore under command of Acting Master Fitzpatrick, of this vessel, with instructions to burn every house in the place, and to allow no one under his command to pillage or remove the smallest article. Just after the boat landed, several stragglers from the guerillas broke from their concealment and ran; our men fired on them, killing one and wounding another.

The town was burned; not one house left. I had for some time been suspicious of this place; one or two loyal men did live here, but were driven out by the rebels.

The town was one of the worst secession places on the river, and as unarmed transports were fired on from the dwellings, I gave them the full benefit of your order, which I trust will be a lesson to them in the future. Enclosed I send a letter from Port Hudson, which may perhaps be of some little interest.

I left the same evening with the transports and gunboats for Harpeth shoals. At Clarksville I landed and made arrangements with the commandant of the post for infantry and cavalry to accompany me, with a hope of being able to get in the rear of and capture the enemy's artillery. Pushing on up, I landed the soldiers a few miles below Harpeth in the forenoon of the 5th, and moved on up with the boats to draw attention, but, much to my regret, the enemy had intimation of our approach, and had again retreated this time back from the river towards Charlotte. The cavalry followed them six miles back, but not being able to come up with them, returned, as it was not prudent to venture further with so small a force.

As the river was falling too fast for me to risk this boat over the shoals, I sent the transports on to Nashville under convoy of three light-draughts, and returned to this place with a view of carrying out my plans up the Tennessee.

It has always been my aim to have the means of communication and times of meeting between the boats on this and the Tennessee river so perfect, that at a moment's warning I can, in case of necessity, concentrate the entire force at any one point.

I am happy to state that thus far I have been able to accomplish this, and hope to be in future equally successful.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

UNITED STATES STEAMBOAT LEXINGTON,
Hamburg Landing, April 28, 1863.

SIR: I have the honor to report that on the 24th instant, while cruising down the river ahead of General Ellet's fleet, I met the steamer Emma Duncan, Acting Master Griswold, commanding, coming up to report his vessel for duty. Learning that he had been attacked by a field battery at Green Bottom bar, and had three men badly wounded, I proceeded on down the river, giving him

orders to follow me, in hopes of catching the rebels at or near the same place. Enclosed I send his report; also the surgeon's.

I passed the bar about dusk in the evening, but the enemy was nowhere to be seen. Being short of coal, I proceeded on down to Fort Henry, where I procured some from one of General Ellet's barges and started back up the river the evening of the 25th instant.

Arriving at the foot of Green Bottom bar about midnight, I anchored till morning. Still seeing nothing of the enemy, I proceeded on up the river to meet and communicate with General Ellet. The Emma Duncan remaining nearly a mile in my rear, caught a ferry flat coming out of a creek after I had passed; the guerillas in the flat jumped out and made their escape in the woods; the flat, however, was destroyed and set adrift. I cruised on up leisurely, keeping a good lookout for the enemy along the right bank, but saw no sign of them till I arrived at Duck River shoals, where I heard musketry and artillery a short distance (not a mile) ahead. I pushed on over the bar and met General Ellet's fleet just at the head of the shoals, engaging the rebel battery. I was then in good range, and at once opened fire on the enemy. There was not room for his boats to round to or to back out of the channel; he was therefore compelled to push on over the bar before he could effect a landing. I took the battery side and moved on up to cover his boats as much as possible, at the same time raking the bank with our heavy guns. The ram Monarch by this time came in range and opened fire also. As soon as I rounded the point the enemy fired a farewell shot at one of the brigade boats, limbered up, and were off; some few sharpshooters remaining behind fired a few shots at a transport having on board sick and wounded.

I followed on up the bank, throwing shell after them till I thought them out of range, and ceased firing; by this time General Ellet had landed and was pursuing them.

Several of the enemy were found dead on the bank, and many more were dragged off in the woods. I should suppose that their loss in killed and wounded is about twenty-five or thirty.

I believe General Ellet lost two killed and one wounded on his boats; also some horses killed.

About 11 p. m. I left General Ellet at the foot of the bar and proceeded on up the river with this boat and the Emma Duncan to communicate with the fleet above. I arrived at Eastport in the afternoon of the 27th instant, receiving a communication from General Dodge at Tuscumbia. Enclosed I send a copy of it.

I send the transports below Big Bend shoals, and remained at Eastport landing myself with the gunboats Emma Duncan and Queen City till morning, the 28th instant, in hopes of again being able to communicate with General Dodge before moving the transports out of the river. I then returned to Hamburg, and finding no means of communication there, sent the Covington and Emma Duncan back to Chickasaw to wait till the morning of the 29th instant, and then, if no messengers arrived from General Dodge, to report back to me at this place.

I will move down from here with the transports to-morrow.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

DESTRUCTION OF A WATER BATTERY AT WARRENTON BY THE MOUND CITY, LIEUTENANT COMMANDER BYRON WILSON.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Yazoo River, May 15, 1863.

SIR: I have the honor to report my return to this place, for a few days, to look after provisions, and make some arrangements with regard to the upper portion of the squadron.

A few days since the Mound City, Lieutenant Commander Byron Wilson, came up as far as Warrenton to reconnoitre, and see what guns were there likely to annoy our transports.

The rebels have been engaged for some months in building a strong casemated water battery, intending to mount 8 ten-inch guns on it. This work was built with cotton bales, covered with logs, the logs covered with railroad iron, and the whole covered with earth. On approaching the forts Lieutenant Commander Wilson sent a party on shore to reconnoitre; on climbing up the casemate to look in, the party discovered that a company of artillerists had taken refuge there, supposing themselves perfectly secure. Our men fired their revolvers into the crowd, and warned the vessel that rebels were about. Lieutenant Commanding Wilson then commenced shelling the fort, and in a short time it was all in a blaze; after burning strongly for some time, the whole work was destroyed. Thus ended a fort, in the space of an hour, which had taken the rebels five months to build, working mostly day and night. I proceeded to Warrenton this morning to be certain that the work was thoroughly destroyed; it required nothing more done to it—the Mound City had finished it. The rebels set all the houses containing their stores on fire as the gunboats approached, and what they left I ordered to be destroyed. Warrenton has been a troublesome place, and merits its fate.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

DESTRUCTION OF THE FORTIFICATIONS AT HAINES'S BLUFF.

FLAG-SHIP BLACK HAWK,
Haines's Bluff, Yazoo River, May 20.

On the morning of the 15th I came over to Yazoo river to be ready to cooperate with General Grant, leaving two of the iron-clads at Red river, one at Grand Gulf, one at Carthage, three at Warrenton, and two in the Yazoo. This left me a small force to operate with; still I disposed of them to the best advantage.

On the 18th, at meridian, firing was heard in the rear of Vicksburg, which assured me that General Grant was approaching the city. The cannonading was kept up furiously for some time, when, by the aid of glasses, I discovered a company of our artillery advancing, taking position, and driving the rebels before them.

I immediately saw that General Sherman's division had come in to the left of Snyder's Bluff, and that the rebels at that place had been cut off from joining the forces in the city. I despatched the De Kalb, Lieutenant Commander Walker, Choctaw, Lieutenant Commander Ramsay, the Linden, Romeo, Petrel,

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DESTRUCTION OF A WATER BATTERY AT WARRENTON BY THE MOUND CITY, LIEUTENANT COMMANDER BYRON WILSON.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Yazoo River, May 15, 1863.

SIR: I have the honor to report my return to this place, for a few days, to look after provisions, and make some arrangements with regard to the upper portion of the squadron.

A few days since the Mound City, Lieutenant Commander Byron Wilson, came up as far as Warrenton to reconnoitre, and see what guns were there likely to annoy our transports.

The rebels have been engaged for some months in building a strong casemated water battery, intending to mount 8 ten-inch guns on it. This work was built with cotton bales, covered with logs, the logs covered with railroad iron, and the whole covered with earth. On approaching the forts Lieutenant Commander Wilson sent a party on shore to reconnoitre; on climbing up the casemate to look in, the party discovered that a company of artillerists had taken refuge there, supposing themselves perfectly secure. Our men fired their revolvers into the crowd, and warned the vessel that rebels were about. Lieutenant Commanding Wilson then commenced shelling the fort, and in a short time it was all in a blaze; after burning strongly for some time, the whole work was destroyed. Thus ended a fort, in the space of an hour, which had taken the rebels five months to build, working mostly day and night. I proceeded to Warrenton this morning to be certain that the work was thoroughly destroyed; it required nothing more done to it—the Mound City had finished it. The rebels set all the houses containing their stores on fire as the gunboats approached, and what they left I ordered to be destroyed. Warrenton has been a troublesome place, and merits its fate.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

DESTRUCTION OF THE FORTIFICATIONS AT HAINES'S BLUFF.

FLAG-SHIP BLACK HAWK,
Haines's Bluff, Yazoo River, May 20.

On the morning of the 15th I came over to Yazoo river to be ready to cooperate with General Grant, leaving two of the iron-clads at Red river, one at Grand Gulf, one at Carthage, three at Warrenton, and two in the Yazoo. This left me a small force to operate with; still I disposed of them to the best advantage.

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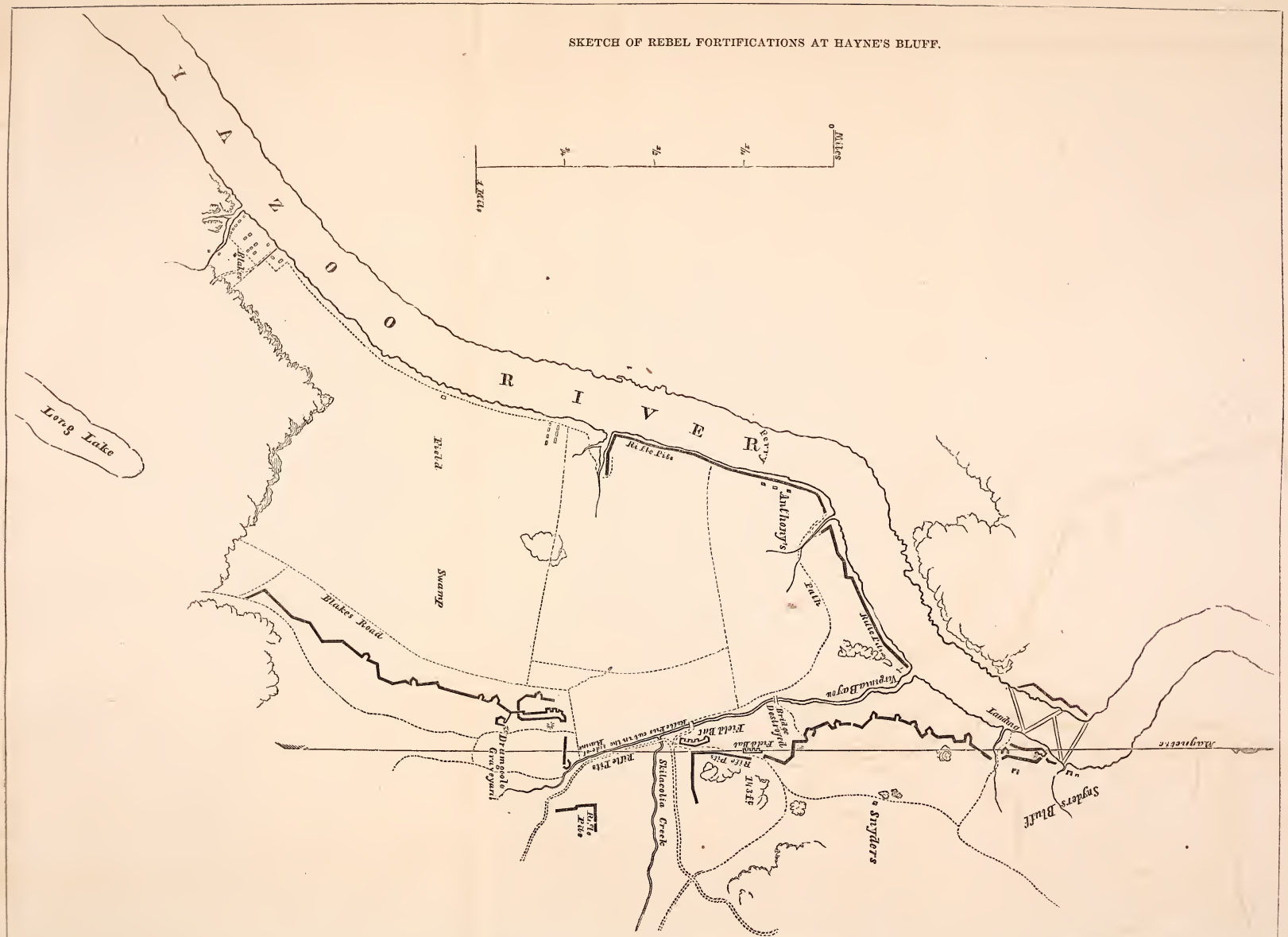
SKETCH OF REBEL FORTIFICATIONS AT HAYNE'S BLUFF.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and Forest Rose, all under command of Lieutenant Commander Breese, up the Yazoo, to open communication in that way with Generals Grant and Sherman.

This I succeeded in doing, and in three hours received letters from Generals Grant, Sherman, and Steele, informing me of their vast successes, and asking me to send up provisions, which was at once done.

In the mean time, Lieutenant Commander Walker, in the De Kalb, pushed on to Haines's Bluff, which the enemy had commenced evacuating the day before, and a party remained behind in the hope of destroying or taking away a large amount of ammunition on hand. When they saw the gunboats they ran out, and left everything in good order, guns, fort, tents, and equipage of all kinds, which fell into our hands.

As soon as the capture of Haines's Bluff and fourteen forts was reported to me, I shoved up the gunboats from below Vicksburg to fire at the hill batteries, which fire was kept up for two or three hours. At midnight they moved up to the town and opened on it for about an hour, and continued at intervals during the night to annoy the garrison. On the 19th I placed six mortars in position, with orders to fire night and day as rapidly as they could.

The works at Haines's Bluff are very formidable. There are fourteen of the heaviest kind of mounted 8-inch and 10-inch, and 7½-inch rifled guns, with ammunition enough to last a long siege. As the gun-carriages might again fall into the hands of the enemy, I had them burned, blew up the magazines, and destroyed the works generally. I also burned the encampments, which were permanently and remarkably well constructed, looking as if the rebels intended to stay for some time.

These works and encampments covered many acres of ground, and the fortifications and the rifle pits proper of Haines's Bluff extend about a mile and a quarter. Such a network of defences I never saw. The rebels were a year constructing them, and all were rendered useless in an hour.

As soon as I got through with the destruction of the magazines and other works, I started Lieutenant Commander Walker up the Yazoo river with sufficient force to destroy all the enemy's property in that direction, with orders to return with all despatch, and only to proceed as far as Yazoo City, where the rebels have a navy yard and storehouses. In the meanwhile, General Grant has closely invested Vicksburg, and has possession of the most commanding points.

In a very short time a general assault will take place, when I hope to announce that Vicksburg has fallen, after a series of the most brilliant successes that ever attended an army.

There has never been a case during the war where the rebels have been so successfully beaten at all points, and the patience and endurance shown by our army and navy for so many months is about to be rewarded.

It is a mere question of a few hours, and then, with the exception of Port Hudson, which will follow Vicksburg, the Mississippi will be open its entire length.

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

ATTACK ON THE VICKSBURG BATTERIES 22D AND 27TH OF MAY, 1863.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, May 23, 1863.

SIR: On the evening of the 21st I received a communication from General Grant, informing me that he intended to attack the whole of the rebel works at

10 a. m. the next day, and asking me to shell the batteries from 9.30 until 10.30 a. m., to annoy the garrison. I kept six mortars playing rapidly on the works and town all night; sent the Benton, Mound City, and Carondelet up to shell the water batteries and other places where troops might be rested during the night.

At 7 o'clock in the morning the Mound City proceeded across the river, and made an attack on the hill batteries opposite the canal. At 8 o'clock I joined her with the Benton, Tuscumbia, and Carondelet; all these vessels opened on the hill batteries, and finally silenced them, though the main work (on the battery containing the heavy rifled gun) was done by the Mound City, Lieutenant Commanding Byron Wilson. I then pushed the Benton, Mound City, and Carondelet up to the water batteries, leaving the Tuscumbia (which vessel is still out of repair) to keep the hill batteries from firing on our vessels after they had passed by. The three gunboats passed up slowly, owing to the strong current; the Mound City leading, Benton following, and Carondelet astern.

The water batteries opened furiously, supported by a hill battery on the starboard beam of the vessels. The vessels advanced to within 440 yards, (by our marks,) and returned the fire for two hours without cessation, the enemy's fire being very accurate and incessant. Finding that the hill batteries behind me were silenced, I ordered up the Tuscumbia to within 800 yards of the batteries, but her turret was soon made untenable, not standing the enemy's shots, and I made her drop down.

I had been engaged with the forts an hour longer than General Grant asked; the vessels had all received severe shots under water, which we could not stop up while in motion, and not knowing what might have delayed the movement of the army, I ordered the vessels to drop out of fire, which they did in a cool, handsome manner.

This was the hottest fire the gun-boats have ever been under; but owing to the water batteries being more on a level with them than usual, the gun-boats threw in their shell so fast that the aim of the enemy was not very good.

The enemy hit the vessels a number of times, but fighting bow on, the shot did but little damage; not a man was killed, and only a few wounded. I had only ammunition enough for a few moments longer, and set all hands to work to fill up from our depot below. After dropping back, I found that the enemy had taken possession again of one of the lower hill batteries, and was endeavoring to remove his guns, and had mounted a 12-pound field-piece to fire at General McArthur's troops, which had landed a short time before at Warrenton. I sent the Mound City and Carondelet to drive him off, which they did in a few moments.

The officers and men of all the vessels behaved with their usual gallantry; they had none of them been to rest for three days and nights, most of them having been engaged in firing on the batteries and town, and I allowed them to devote the afternoon to the necessary repose.

I beg leave to enclose a letter from General McArthur, explaining why he did not (to use his own expression) "take advantage of the results gained by the gunboats." I have since learned from General Grant that the army did assault at the right time vigorously; in the noise and smoke we could not see or hear it; the gunboats, therefore, were still fighting when the assault had proved unsuccessful.

The army had terrible work before them, and are fighting as well as soldiers ever fought before, but the works are stronger than any of us dreamed of.

General Grant and his soldiers are confident, and I am confident, that the

brave and energetic generals in this army will soon overcome all obstacles and carry the works.

I am, sir, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Brigadier General J. McArthur to Acting Rear-Admiral Porter.

HEADQUARTERS 6TH DIVISION, 17TH ARMY CORPS,
In field, near Vicksburg, Mississippi, May 23, 1863.

ADMIRAL: I received your communication regarding the silencing of the two batteries below Vicksburg; and in reply, would say that I witnessed with intense satisfaction the firing on that day, being the finest I have yet seen. I would have taken advantage of the results then gained by your vessels, and had given the necessary orders to do so, when I received peremptory orders from Major General McClernand to move my command around to the right of my position, to support a portion of his troops, who had gained a lodgment in the enemy's works. I arrived, however, too late, and have now been ordered back to my former position, and to follow up any advantage your vessels may gain. I have made a request to have some rifled guns sent me, which I require, and on receipt of which I expect to be able to enfilade Whistling Dick's position—at any rate I will try.

I am informed to-night that there is a levee running from the spur of the hill opposite my camp to the river, which I intend to have explored to-morrow, when I expect to communicate more fully with your vessels.

I will watch their action and co-operate.

I am, your obedient servant,

J. McARTHUR,
Brigadier General, Com'dg 6th Div., 17th A. Corps.

Admiral D. D. PORTER,
Commanding United States Mississippi Squadron.

Letter of Acting Rear-Admiral Porter, transmitting reports of commanders of the iron-clads.

UNITED STATES MISSISSIPPI SQUADRON,
Near Vicksburg, May 27, 1863.

SIR: I have the honor to forward the reports of the commanders of the iron-clads engaged in the actions of the 22d of May and the 27th of May.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James A. Greer, commanding the Benton.

UNITED STATES GUNBOAT BENTON,
Below Vicksburg, May 24, 1863.

SIR: I respectfully submit the following report of the movements of this vesssel.

On May 19th got under way from Naval landing, and stood up towards rebel batteries; the Tuscumbia and Carondelet in company. At 12.30 p. m. the lower hill batteries opened fire on us, which we returned at long range; fired seven shots, the other vessels also firing, and then went to the bank and tied up on Louisiana side. At 4.30 p. m. the three vessels again got under way, and when within range opened on the batteries.

This vessel fired fifty-five times. Towards dark dropped down and tied up to the bank. The rebels fired slowly and deliberately at us, but fortunately none of the vessels were struck. At 11 p. m. this vessel and the Carondelet stood up above the canal, on the Louisiana shore, and opened on the town at long range, the enemy firing but a few shots in return. This vessel fired forty-three times, then dropped down out of range.

At 2 a. m., May 20, got under way, and stood up within range of rebel batteries, and fired forty-one times upon them and the town. At 2.30 dropped down out of range; the Carondelet then passed up to shell the town. At 9.10 p. m. got under way, accompanied by the Carondelet and Mound City, and proceeded slowly up towards Vicksburg, crossed over to the Mississippi shore, and approached the Hospital battery. At 11.28 opened fire and engaged this battery thirty-three minutes, then dropped down; the Mound City and Carondelet coming up in turns. We fired forty-two times; the enemy responded, but not rapidly; we were struck twice in the upper works; no one was injured.

At 12.30, May 21, tied up to Louisiana shore. At 2.45 this vessel got under way again; was detained some time by tiller-chain parting; then stood up on Louisiana side, and fired eleven times upon batteries at long range, then dropped down. The Mound City occupied lower batteries from 8 a. m. till noon; the Carondelet from 1 till 5.

At 5.28 we stood up and opened fire on rebel batteries; fired twenty-six times. The vessels went up in turns during the night and shelled Hospital battery and town. At 1 a. m., May 22, this vessel went up and fired twenty-four times, with but one or two shots in return from the rebels.

At 7.30 a. m. this vessel with the whole squadron stood up towards Vicksburg, fighting and passing the lower batteries. This vessel advanced well up to the Hospital battery, firing whenever a gun would bear, the enemy firing upon us very rapidly, and from nearly all his batteries. We opened fire at 8.23; at 10.40 the signal to discontinue action was made; we then dropped down; and after communicating with you, went into the Mississippi shore and tied up.

In this short action we fired two hundred and eighty-three times. We were struck thirteen times—four times at the water-line, once on each bow, and twice on starboard side.

At first the vessel leaked some, but we have it now completely under control. Fortunately, no one was hurt.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander Byron Wilson, commanding the Mound City.

UNITED STATES GUNBOAT MOUND CITY,
Below Vicksburg, May 22, 1863.

SIR: I have the honor to enclose the executive officer's report of the damage sustained by this vessel during the fight to-day; also the surgeon's report of the wounded. (170) one hundred and seventy projectiles were expended.

The officers of the gun divisions deserve great credit for their skilful handling of the guns under a most galling fire.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Coleman of damages to the Mound City.

UNITED STATES GUNBOAT MOUND CITY,
Below Vicksburg, May 25, 1863.

SIR: I beg leave respectfully to report the damages received by this vessel in the engagement with the Vicksburg batteries, May 22, 1863.

1. A shot struck and lodged in starboard bow, near the stem, and five feet under water, not doing much damage, the timbers being four or five feet thick.

2. A shot went through the forecastle on port side, into the coal-locker, and lodged in the coal, cutting the deck plank only.

3. A shot on starboard side went through the hammock netting and starboard chimney at the lower band, tearing the chimney half off, then through the galley and overboard.

4. A shot in front passed through two plates of heavy boiler iron, the iron of the pilot-house, near deck, and through the deck, cutting away carlin, and lodged in a mess chest.

5. A shot on starboard side cut through half of the hog-chain stanchion, passed through wheel-house, cutting away iron wheel and brace; then through steerage, tearing up about eight feet of the plank and breaking carlin and woodwork in wardroom.

6. A shell burst close to No. 6 Dahlgren gun, starboard side, knocking off a small piece of the muzzle.

7. A shot on the starboard side struck the iron near the top, cutting half through and bending one of the plates, knocking out a stanchion and starting the bolts on the inside.

8. A shot on starboard side struck the muzzle of No. 7 gun, 32-pounder, cracking the gun about five inches; then glanced, and went through the hammock netting and four or five clothes bags, and dropped over alongside pitman.

9. A shot struck iron on starboard side, over shell-room hatch, knocking off the plate, and driving a piece of it, about the size of the ball, through the casemate.

10. A shot on starboard quarter cut away an awning stanchion and passed through cabin skylight close to the deck, tearing up the plank.

11. A shot struck port chimney twenty feet from the deck.

12. A shot through brace of forward stanchion's skylight.

13. A shot on starboard side struck iron plating between guns Nos. 4 and 5, three feet above the water, and glanced off, bending the plates and starting bolts.

14. A shot on the starboard side, at shell-room, two feet under water-line, glanced without doing any damage.

15. A shot struck knuckle on port quarter and glanced, knocking a hole in the casemate.

16. The lower block of one of the boat tackles was shot away and the davit badly bent.

Respectfully, your obedient servant,

J. T. COLEMAN,
Acting Ensign and Executive Officer.

Lieutenant Commanding BYRON WILSON, U. S. N.,
Commanding United States Steamer Mound City.

Report of Acting Assistant Surgeon Thomas Rice of casualties on the Mound City.

UNITED STATES STEAMER MOUND CITY,
Mississippi River, below Vicksburg, May 22, 1863.

SIR: The following casualties occurred on board this vessel to-day during the engagement with the Vicksburg batteries, viz: Theodore Scheid, lieutenant of infantry, contused wounds of left eye and right side; Christopher Luft, private, company A, 58th Ohio volunteers, contused wound of right forearm, slight; Frank Holly, master-at-arms, contused wound of back, slight; Charles Gunnerson, fireman, contused wound of left side and punctured wound of shoulder.

Very respectfully,

THOMAS RICE,
Acting Assistant Surgeon, United States Navy.

BYRON WILSON, Esq.,
Commanding United States Steamer Mound City.

Report of Commander S. E. Woodworth, commanding the General Price.

U. S. STEAMER GENERAL STERLING PRICE,
Below Vicksburg, May 27, 1863.

SIR: I have the honor to acknowledge the receipt of your communication, (at 6 a. m. this day,) dated May 26, in which I am directed, with all the gunboats, to engage, at 8 o'clock, the hill batteries.

At the appointed hour got under way and proceeded up to the point designated, opposite the canal, and immediately engaged the hill batteries. Discovering a number of men occupying the extreme lower hill battery, our vessels opened on them with shell and shrapnell. After a space of about half an hour discovered them to be our troops, they hoisting an American flag. I immediately made signals for the vessels to desist their fire on this battery.

We continued to engage the other hill batteries until the Cincinnati was seen to return up river, when, after a period of thirty minutes to make certain of the withdrawal of the Cincinnati, we retired from action. We were engaged

one hour and fifteen minutes with the hill batteries, but were not able to silence them. They replied to our fire, however, but slowly.

The Tuscumbia was not able to go up, owing to her being without a pound of coal. I left directions for her to take on coal sufficient to last about three hours, should it arrive, and come up; but it did not reach her until our return.

Enclosed I forward you the report of Captains Greer, Murphy, and Wilson; also the report of the gunner, as to the amount of ammunition expended on this vessel.

I am happy to state that no one was injured during the action, although the enemy's shot fell thick around us.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander Greer of engagement of May 27.

UNITED STATES STEAMER BENTON,
Below Vicksburg, May 27, 1863.

SIR: I have respectfully to report that this morning this vessel, with the other vessels of the squadron under your command, stood up, and at 8.20 opened fire on the lower hill battery. We worked in quite close to the Mississippi shore, and fired very deliberately, and only when we could plainly see the enemy's guns. The enemy responded as rapidly as his large gun would allow him to work it, a number of his shot falling quite close to us; fortunately we were not struck. We fired fourteen 9-inch 10-second shell; seven 42-pounder rifle 10-second shell, and three 32-pounder 10-second shell: a total of twenty-four fired. Owing to the action of the current and the height of the battery above us, I was at times obliged to be silent for several minutes while working out to get the range.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant Commanding.

Commander S. E. WOODWORTH,
Com'dg U. S. Steamer General Price, Senior Officer present.

Report of Lieutenant Commander Byron Wilson of engagement of May 27.

UNITED STATES GUNBOAT MOUND CITY,
Below Vicksburg, May 27, 1863.

SIR: I have the honor to report that this morning, about 8 o'clock, in obedience to signal, I got under way, and took my station astern of the Benton, for the purpose of engaging the battery on the hill below Vicksburg.

I did not get a good position for firing, as I had to keep below the Benton, and the trees hid the guns almost entirely from my sight. No one was injured on board. Enclosed is a list of the ammunition expended.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commanding.

Commander S. WOODWORTH, U. S. N.,
United States Steamer General Price.

Report o Acting Lieutenant J. McLeod Murphy, commanding the Carondelet.

UNITED STATES STEAMER CARONDELET,
Off Vicksburg, May 27, 1863.

SIR: I have the honor to report as follows, in reference to the engagement of to-day:

In accordance with a signal from the United States steamer Sterling Price, this vessel engaged the lower batteries at about 8.15 a. m., and withdrew to the Louisiana shore at about 9.55 a. m. The bow battery and the battery on the starboard side, respectively in charge of Acting Ensigns Benjamin and Amerman, were engaged. The range of shot was in the direction of the bluffs, and as near the locality of the batteries as could be determined from our position and the random fire of the enemy. The elevation varied from four to seven degrees. Enclosed is the gunner's report of expenditure of ammunition.

I am glad to report the good behavior of officers and men, and the absence of accident or casualties. It becomes my duty, however, to recall the attention of Admiral Porter to the leaky condition of the ship, and the precarious state of the boilers.

I have the honor to be, very respectfully, your obedient servant,

J. McLEOD MURPHY,
Acting Lieutenant Commanding.

Com'dr SELIM E. WOODWORTH, U. S. N.,
Senior Officer in charge.

EXPEDITION UP THE YAZOO RIVER.—DESTRUCTION OF REBEL STEAMERS.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Near Vicksburg, May 24, 1863.

SIR: I have the honor to inform you that the expedition I sent up Yazoo river, the day after I took possession of the forts on Synder's Bluff, has returned, having met with perfect success.

As the steamers approached Yazoo City, the rebel property was fired by Lieutenant Brown, (of the ram Arkansas;) and what he had begun, our forces finished. Three powerful rams were burnt: the Mobile, a screw vessel, ready for her plating; the Republic, being fitted for a ram with railroad-iron plating; and a vessel on the stocks, (a "monster,") three hundred and ten feet long, and seventy feet beam. This vessel was to have been covered with 4½-inch iron plating—was to have had six engines, four side-wheels, and two propellers. She would have given us much trouble.

The rebels had, under construction, a fine navy yard, containing fine sawing and planing machines, an extensive machine shop, carpenter and blacksmith shops, and all the necessary appliances for a large building and repairing yard. Lieutenant Commander Walker burned all these, with a large quantity of valuable building lumber; he also burned a large saw-mill that had been used in constructing the monster ram. The material destroyed, at a moderate estimate, cost more than two millions of dollars.

We had one man killed and seven wounded, by field-pieces, from the enemy's batteries, going up the river, but the wounded are doing well. I enclose you Lieutenant Commander Walker's report in relation to this affair. He deserves much credit for the handsome manner in which he performed the duty assigned

him. If he could have obtained pilots, he would have succeeded in getting possession of all the rebel rams, instead of having them burnt.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John G. Walker.

UNITED STATES STEAMER BARON DE KALB,
Mouth Yazoo River, May 23, 1863.

SIR: I have the honor to report that, in obedience to your order, I started from Snyder's Bluff on the 20th instant with the De Kalb, Choctaw, Forest Rose, Linden, and Petrel, on an expedition to Yazoo City.

Arriving at Haynes's Bluff, I landed a force and spiked an 8-inch gun in the works there, and burned the carriage. I also burned some forty tents left standing, and a steam saw-mill. Arriving at Yazoo City at 1 p. m. on the 21st instant, I was met by a committee of citizens, who informed me that the place had been evacuated by the military authorities, and asking protection. Enclosed I send copies of the communications received, and my reply. The navy yard and vessels had been fired by the enemy, and I sent a working party to insure the destruction of everything valuable to the rebels. The vessels burned were the Mobile, a screw steamer ready for her plating, the Republic, which I understand was being fitted for a ram, and the vessel on the stocks, a monster, 310 feet long and 70 feet beam.

The navy yard contained five saw and planing mills, an extensive machine shop, carpenter and blacksmith shops, and all the necessary fixtures for a large building and repairing yard, which, with a very large quantity of lumber, was burned. I also burned a large saw-mill a little above the town. Most of the public stores had been removed; such as I found in town were taken on board the vessels or destroyed. Enclosed I send the lists of articles removed or destroyed by Acting Volunteer Lieutenant Brown, the officer detailed for that purpose. In the hospitals I found and paroled 115 soldiers, a list of whom I enclose. Returning, I left Yazoo City this morning, arriving here at 4 p. m.

At Liverpool landing, in a sharp bend of the river, we were attacked by a force of three field-guns and about 200 riflemen concealed in the bushes, and for a few minutes the firing was very sharp. The enemy retreated as soon as the vessels got into position to use their guns with effect. The Petrel, Linden, and Choctaw were struck by shot, but with no particular injury to either.

Sergeant Stockinger, of this vessel, was killed by a rifle shot. The Linden had five wounded, the Petrel two, and the Choctaw one. Most of the wounds, I am happy to say, are slight.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

OPERATIONS OF FLEET ON TENNESSEE RIVER, UNDER LIEUTENANT COMMANDER S. L. PHELPS.

UNITED STATES STEAMER BLACK HAWK,
Mississippi Squadron, near Vicksburg, May 25, 1863.

SIR: I have the honor to forward the following extract from a report made by Lieutenant Commander Phelps, commanding fleet on Tennessee river, giving an account of his operations on said river:

"UNITED STATES GUNBOAT CHAMPION,
"*Tennessee River, May* 14, 1863.

"SIR: On the 5th instant I left Paducah with the Covington, Queen City, Argosy, Silver Cloud, and this vessel, and proceeded up this river, destroying on the way evey kind of boat that could serve the rebels to cross the river. On the 11th we were at Cerro Gordo, and I then sent the Covington, Argosy, and Silver Cloud to Eastport, the highest navigable point at this stage of water, and myself dropped down a few miles to communicate, by previous appointment, with Lieutenant Colonel W. R. M. Breckenridge. Along the river I heard of detachments of cavalry at various points, whose occupation chiefly consisted in plundering, in carrying off Union men, and in taking conscripts. At Linden, in Perry county, Tennessee, there was a rebel force of this kind posted. I arranged with Colonel Breckenridge to cross a small force and cover different points with the gunboats, places to which he could retreat, if need be, while he should attempt to surprise Linden. The boats above rejoined me on the 12th, having found all quiet above, and at night I dropped down the river to the landing for Decaturville, where I found the colonel with but fifty-five men of his regiment, all he had with him. Some from a Michigan regiment that were to join had failed to come in. We at once took the cavalry on board, crossed it over with little noise, and the boats took their position at intervals along the river some miles above and below. Colonel Breckenridge's movements were timed so that his arrival at Linden (twelve miles from the river) should be just at daybreak, and he completely surprised the place. The rebel pickets fired upon him and dispersed. Only some twenty of the 118 rebels at muster the evening before had time to reach the rendezvous at the court-house before it was surrounded. The little party returned with Lieutenant Colonel Frierson, one captain, four lieutenants, one surgeon, thirty regular rebel soldiers, ten conscripts, fifty horses, two transportation wagons, arms, &c., &c. With the court-house were burned a lot of arms and supplies. Three of the enemy were killed. Our loss, none; only one horse killed."

Very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

LOSS OF THE UNITED STATES STEAMER CINCINNATI.—ENGAGEMENT WITH THE VICKSBURG BATTERIES.

UNITED STATES MISSISSIPPI SQUADRON,
Near Vicksburg, May 27, 1863.

SIR: I have the honor to inform you that, in accordance with Generals Grant and Sherman's urgent request, and being led to believe that the enemy had

moved his guns to the land side, I fitted the Cincinnati for the occasion by packing her with logs and hay, and sent her down to enfilade some rifle pits which barred the progress of our army. I had my doubts about the strength of the position, and took every precaution I could think of.

The Cincinnati started from the anchorage at 9 a. m., and, thinking it was only an attack on rifle pits, I went down after her in a tug to direct the operations, if necessary. As I approached her, I saw that she was coming up stream at a great rate under a heavy fire from all the enemy's guns in that vicinity; they had moved none, and were pouring the shot and shell into her very rapidly; still I could see none strike her, and went across the river to direct the firing of the mortar boats. She disappeared in a bayou, and I supposed she was taking a short cut through Old river to avoid the enemy's fire. In an hour after two of her seamen came to the bank, and I sent a boat for them. I was then informed that she had sunk. I enclose the captain's report and the telegraphic messages that passed between General Sherman and myself on the occasion. The general had good reason for supposing the guns had been removed, as it had been done at most of the other hill batteries. The Cincinnati went down with her colors flying, and kept them up after she was sunk, the rebels still firing on her. She can be raised when the water falls a little. Officers and men lost all their effects; only the public money being saved. As near as we can learn, twenty-five men were killed and wounded, and about fifteen missing—supposed to be drowned. The pilot was killed as she rounded to abreast of the batteries. Lieutenant Commanding Bache steered her out of the action himself.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Major General Sherman.

HEADQUARTERS 15TH ARMY CORPS,
Walnut Hills, May 19, 1863.

DEAR ADMIRAL: My right is on the Mississippi. We have possession of the bluff down a mile or more below the mouth of the bayou. Can't you send immediately a couple of gunboats down? They can easily see and distinguish our men, and can silence a water battery—that is, the extremity of their flank on the river—and enfilade the left flank of their works.

I think nearly all the guns of their upper batteries are moved inside of Vicksburg, and are now on the land front.

You will have no trouble in distinguishing our flank; it is about $\frac{1}{4}$ mile below a cattle pen on the immediate shore of the Mississippi.

I would get General Grant to make this request, but he is far on the left flank, and it would take hours to find him.

Truly yours,

W. T. SHERMAN, *Major General.*

Admiral PORTER,
Or SENIOR OFFICER at mouth of Yazoo.

Report of Lieutenant Commander George M. Bache.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, above Vicksburg, May 27, 1863.

SIR: In obedience to your order, the Cincinnati got under way this morning at seven o'clock and steamed slowly down until a little abreast of where the mortars lay, when we rounded to. The enemy fired several shots from a gun called "Whistling Dick," but soon gave up.

At half-past eight, with a full head of steam, we stood for the position assigned us.

The enemy fired rapidly and from all their batteries. When abreast of our position and rounding to, a ball entered the magazine, and she commenced filling rapidly. Shortly after, the starboard tiller was carried away. Before and after this time the enemy fired with great accuracy, hitting us almost every time. We were especially annoyed by plunging shots from the hills, an eight-inch rifle and a ten-inch smooth bore doing us much damage. The shots went entirely through our protection—hay, wood and iron.

Finding that the vessel would sink, I ran her up stream, and as near the right-hand shore as our damaged steering apparatus would permit. About ten minutes before she sunk we ran close in, got out a plank and put the wounded ashore. We also got a hawser out to make fast to a tree to hold her until she sank. Unfortunately, the men ashore at the hawser left it without making fast, the enemy still firing. The boat commenced drifting out, and I sung out to the men to swim ashore, thinking we were in deeper water (as was reported) than we really were. I suppose about fifteen were drowned and about twenty-five killed and wounded, and one probably taken prisoner, will sum up our whole loss.

The boat sank in about three fathoms of water, lies level, and can easily be raised. She lies within range of the enemy's batteries.

The vessel went down with her colors nailed to the mast, or rather the stump of one, all three having been shot away. Our fire, until the magazine was drowned, was good, and I am satisfied did damage.

We only fired at a two-gun water battery.

Very respectfully, your obedient servant,

GEORGE M. BACHE,
Lieutenant Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Additional despatch from Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, May 30, 1863.

SIR: I have the honor to enclose a communication from Lieutenant Commanding Bache, containing further particulars concerning the Cincinnati, with a list of killed, wounded and drowned.

Also a letter from General Sherman, who witnessed the affair. From all accounts, the officers and crew of the Cincinnati behaved in the most handsome manner.

Very respectfully, your obedient servant,

D. D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant Commander Bache, with list of casualties on the Cincinnati.

UNITED STATES STEAMER BLACK HAWK,
May 29, 1863.

SIR: I have to make the following additional report of the affair between the Cincinnati and the Vicksburg batteries. The only shot which did not penetrate us, struck the bow casemate, which was well greased. Two shots entered the shell-room, one coming through the fantail and ricocheting up through the recess of the wheel, below the water-line; the other passing through the side, capsizing nearly all the boxes on the port side of the alley. It was immediately filled with water. A third shot entered the magazine; flooded it almost instantly, thereby preventing us from returning (any more) the enemy's fire. I believe she was hulled twice after this, as she was felt to lift bodily without other apparent cause. A heavy rifle shot penetrated through the pilot-house; the starboard tiller was shot away. All of her staff were shot away, rendering it necessary to nail the flag to the stump of the fore staff. Several plunging shots went through the deck. One IX-inch, an VIII-inch, a rifle 30-pounder, a 32-pounder, and a 12-pounder howitzer, were disabled. Two shots were fired after the vessel sank, one of them throwing up a shower of mud and water, drowning several men swimming.

I cannot notice one of my officers without the rest, all behaved so remarkably well.

I have to recommend for medals the following named men, viz:

Thomas Hamilton, quartermaster, severely wounded at the wheel, afterwards returned to lend a hand and had to be sent below; Frank Bois, quartermaster, coolness in making signals, also nailing the flag to the stump of fore staff when I called for *some one* to do so; Thomas Jenkins, seaman, Martin McHugh, seaman, F. E. Corcoran, landsman, and from the Choctaw Andrew Dow, (boatswain's mate,) were conspicuous for their bravery and coolness. These were no ordinary cases of performance of duty, for we were suffering terribly from a severely accurate fire.

The casualties were as follows, viz: Killed—Henry Altonborough, pilot; Tobias Cody, carpenter's mate; Jas. Thompson, landsman, Choctaw. Wounded—Daniel Hand, landsman, Choctaw, mortally, (since dead;) Peter Dalton, landsman, Choctaw, mortally; Gilbert J. Coleman, ensign, contusion; Simeon Shultice, first assistant engineer, slightly; Henry Boobey, ensign, slightly; G. H. Stevens, acting carpenter, contusion, severe; Charles Bratton, seaman, Choctaw, fracture of right forearm; William Woodruff, contraband, second-class fireman, fracture of forearm; Cloves O. Smith, landsman, splinter wound in right arm; Thomas W. Hamilton, quartermaster, contusion; Solomon Guess, master-at-arms, contusion; Patrick Rocket, first cabin boy, scalp wound; Geo. Washington, contraband, contusion; William H. Cohen, paymaster's steward, contusion; Isaac Foreman, contraband, captain's steward, contusion; Fred. Young, private, company C 58th Ohio volunteers. Missing, drowned—James Cooper, captain after guard; Patrick Burns, captain after guard; Henry Thornbury, seaman; Cornelius O'Neal, seaman; Leopold Snyder, landsman; James Pettingill, landsman; Jas. Wilson, contraband, first cabin boy; Henry Truman, contraband, first cabin boy; Albert Williams, contraband, first cabin boy; Richard Howard, contraband, first cabin boy; William Redhom, corporal, company C 58th Ohio volunteers; Martin Campbell, private, company C 58th Ohio volun-

teers; George Just, private, company C 58th Ohio volunteers. Thomas Smith, landsman, taken prisoner and paroled.

Respectfully, &c.,

GEORGE M. BACHE,
Lieutenant Commanding.

P. S. June 1, 1863.—John McMorrow, seaman, drowned.

Letter from Major General Sherman.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Walnut Hills, May 28, 1863.

DEAR ADMIRAL: I was on the hill to our extreme right yesterday, ready to take advantage of any success to be gained by the gunboat attack on the enemy's left flank. At nine a. m. I saw four gunboats advance from below and engage the enemy's lower batteries, and soon the Cincinnati came down from above, steering directly for the upper water batteries.

From our position we could only see the hill which shielded them from the rear. As the gunboat approached she was fired upon from three points. We directed 38-pounder Parrotts, some 6-pounder guns, and our musketry opened on all points within reach, but these batteries were covered by the shape of ground. As the Cincinnati neared she fired several of her bow guns; but as the current would have carried her below, she rounded to, firing from her broadside guns, but soon presented her stern. The enemy's shot at first went wild, but soon got her range and struck her several times, and twice right under her stern. She ran slowly up stream, keeping mid-channel, and when about one and a half mile up, steered directly to the shore in the bend. I saw that her larboard quarter-boat was shot away, and her flagstaff, but otherwise she appeared uninjured. She ran to the shore and soon sank; her bow appeared down and her stern up, her upper decks out of water. The moment I saw her sink I sent a company of the 76th Ohio to her relief. I could see by a glass she was near shore, and her people on the bank.

Waiting a couple of hours to hear more definite news from her, I came to the centre of my line and despatched one of my aids, Lieutenant Hill, to see that all possible assistance should be afforded the crew, and received a message that a boat had been sent to you, and that, as soon as dark would make it safe, you would send a boat down with all the assistance required. I received the following official report. Inasmuch as you must know all, I have no occasion to report more than that the style in which the Cincinnati engaged the batteries elicited universal praise, and I deplore the sad result as much as any one could.

The importance of the object aimed to be accomplished, in my judgment, fully warranted the attempt. It has proved successful, and will stimulate us to further efforts to break the line which terminates on the Mississippi in such formidable batteries.

I am, with great respect, your obedient servant,

W. T. SHERMAN, *Maj. Gen.*

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter of thanks from Secretary of the Navy to Lieutenant Commander Bache.

NAVY DEPARTMENT,
June 12, 1863.

SIR: Acting Rear-Admiral Porter has forwarded to the department copies of your reports of the 27th and 29th ultimo, detailing the circumstances of the loss of the United States steamer Cincinnati, under your command, in an attack upon the Vicksburg batteries.

Whilst regretting the loss of a ship that has so often successfully engaged the enemy, the sad casualties attending it, and the sorrows that have been brought to the hearts of the families of those who gave up their lives in the service of their country, it is gratifying to feel that the officers and crew of the Cincinnati performed their duty nobly and faithfully. All reports yet received testify to this fact; and General Sherman, with whom you were directed especially to co-operate, and who was an eye-witness, says, "the style in which the Cincinnati engaged the battery elicited universal praise."

Amidst an incessant fire of shot and shell, even when the fate of the vessel had been sealed, and destruction both from the elements and the enemy was threatened, the officers and men appear to have stood bravely at their posts, and it is a proud record of the Cincinnati that when her last moments came, "she went down with the colors nailed to the mast."

It is with no ordinary pleasure that I express to you, and to the surviving officers and crew of the Cincinnati, the department's appreciation of your brave conduct.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant GEORGE M. BACHE,
Late in command of U. S. Steamer Cincinnati, Miss. Squadron.

EXPEDITION UP THE YAZOO RIVER, AND DESTRUCTION OF REBEL TRANSPORTS.

MISSISSIPPI SQUADRON,
Near Vicksburg, June 1, 1863.

SIR: After the return of the expedition under Lieutenant Commander Walker up the Yazoo, and the destruction of the rams and navy yard, I despatched the same officer up again, with instructions to capture transports. The enclosed is his report. Besides those steamers mentioned as burnt, the rebels burnt the Acadia and Magenta, also two of their best transports. My object was to break up the transportation on the Yazoo, and, with the exception of a few steamers beyond Fort Pemberton, the rebels can transport nothing by water on that river. Steamers to the amount of seven hundred thousand dollars were destroyed by the late expedition; nine in all.

The Star of the West has sunk, completely blockading the Yallabusha river, and the gunboat Ivy was found sunk near Liverpool landing.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Act'g Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John G. Walker.

UNITED STATES STEAMER BARON DEKALB,
Mouth of Yazoo River, June 1, 1863.

SIR: I have to report that I left this place on the morning of the 24th May with the DeKalb, Forest Rose, Linden, Signal, and Petrel. I pushed up the Yazoo as speedily as possible for the purpose of capturing or destroying the enemy's transports in that river. The Signal knocked down her smoke-stacks and returned the same night. Leaving the DeKalb, with orders to come on as fast as possible, I pushed on with the Forest Rose, Linden, and Petrel, to within fifteen miles of Fort Pemberton, when I found the steamers John Walsh, R. J. Lockland, Golden Age, and Scotland, sunk on a bar, completely blockading it up.

Failing in my efforts to make a passage through the blockade, I fired them, destroying all but such parts of the hulls as were under water. These steamers were fine boats, in good order, and if I had had the means, could have been raised and saved. I remained at that point during the night, and next morning at daylight was attacked by a force of the enemy, but after a sharp fire of a few minutes they beat a hasty retreat. Our only loss was two men belonging to the Petrel, wounded.

Returning down the Yazoo, I burned a large saw-mill twenty-five miles above Yazoo City.

At Yazoo City I landed and brought away a large quantity of bar, round, and flat iron from the navy yard.

Arriving at the mouth of Big Sunflower, I proceeded up that river about one hundred and eighty miles, until stopped by shoal water. At Indian Shoot I sent Volunteer Lieutenant Brown, of the Forest Rose, with boats through to Rolling Fork. He found a quantity of corn belonging to the rebels, which he burned. At the mouth of Bayou Quirer, hearing of steamers, I sent Lieutenant Brown, with the boats of the Forest Rose and Linden, up after them. After ascending ten miles he burned the Dew Drop and Emma Bett. The Linden burnt the Argo in a small bayou about seventy-five miles up Sunflower.

I also found the Cotton Plant sunk in Lake George, with nothing out of water but the tops of her smoke-stacks.

At Gawin's landing, on the Sunflower, I found and brought away a cutter which was lost on the Deer creek expedition. Returning, I arrived here last evening.

I have been much indebted to Lieutenants Brown, of the Forest Rose, and Smith, of the Linden, for their zeal and efficiency during the expedition.

I have as prisoners two engineers and a pilot in the service of the rebels, and several deserters and refugees.

I am, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant Commander, United States Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

REPORTS OF ACTING REAR-ADMIRAL PORTER OF THE SIEGE OF VICKSBURG, AND CO-OPERATION OF THE NAVY WITH THE ARMY.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 9, 1863.

SIR: I have nothing particular to communicate with regard to the position of affairs here.

The army is still advancing close to the works. General Sherman is so close that he cannot get nearer without going in.

When the other generals are up with him, I presume that an assault will be made. Three batteries have been erected of naval guns, one consisting of two 8-inch guns, in General Steele's front, under command of Lieutenant Commander Selfridge.

This battery opened fire day before yesterday, and cleared everything before it. One battery of two 9-inch guns is being erected in General McPherson's front, and two 8-inch guns in front of General McClernand. These latter did not require naval assistance, only the guns; and have not made as much progress, the guns not being yet mounted. They will be in position very soon.

The mortars keep constantly playing on the city and works; and the gunboats throw in their shells whenever they see any work going on at the batteries, or new batteries being put up.

Not a soul is to be seen moving in the city; the soldiers lying in their trenches or pits, and the inhabitants being stowed in caves or holes dug out in the cliffs. If the city is not relieved by a much superior force from the outside, Vicksburg must fall without anything more being done to it. I only wonder it has held out so long.

If the city is relieved, and our army have to retire, we will lose everything we have—all of which could be prevented by an addition of thirty thousand men, which men can be spared from Missouri alone. If we do not get Vicksburg now, we never will.

The rebel steamer Lady Walton came down from Little Rock, Arkansas, a few days since, and gave herself up to the commanding officer at White river. I sent her to Cairo to the judge of the district.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 20, 1863.

SIR: I have the honor to inform you that I received a notification from General Grant, last night at 12 o'clock, that he intended to open a general bombardment on the city at 4 a. m., and continue it until 10 o'clock.

I sent word to Commander Woodworth, at the lower fleet, to move up with all the vessels below and attack at the time specified.

Giving Lieutenant Commander Ramsay charge of a 100-pounder rifle, at 10-inch and a 9-inch gun, fitted on scows, I placed them after midnight close to the point opposite Vicksburg, protected by the bank.

At the time specified all our shore batteries opened, also the guns on the scows, and the mortars. A little later the gunboats also opened and kept up a heavy fire, advancing all the time, and throwing shells into all the batteries along the hills and near the city.

There was no response whatever; the batteries were all deserted. At 10 o'clock the vessels ceased firing, as did the scows and mortars also. The only demonstration made by the rebels from the water front was a brisk fire of heavy guns from the upper batteries on two 12-pounder rifled howitzers that were planted on the Louisiana side by General Ellet's marine brigade, which has much annoyed the enemy for two or three days, and prevented them from getting water.

I enclose you the reports of the commanders.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander S. E. Woodworth, commanding the General Price.

UNITED STATES STEAMER STERLING PRICE,
Below Vicksburg, June 20, 1863.

SIR: Agreeable to your instructions contained in your order of this morning, I proceeded with the Mound City to the point designated, but was unable to open fire on account of the hazy atmosphere which hung over the Vicksburg shore, completely hiding it from view.

After 7 o'clock, was able to distinguish somewhat the location of the batteries. Opened fire on Whistling Dick battery, which was soon silenced; it fired twice, but not in our direction.

We also bombarded the other hill batteries as far up as the Hospital battery, driving every one from them—so much that not a single gun was fired after the silencing of Whistling Dick.

We also shelled the lower line of works of the enemy, running from the water to the crest of the hill, until there was no longer any appearance of an enemy to fire at.

Our army batteries ceased firing about 10 a. m. We continued to fire at intervals until 11 a. m., whenever the sign of an enemy would make its appearance within our range.

About the time we were retiring from action a rifle gun from the other side of Young's Point commenced firing at a battery occupied by General Herron's command, from which was flying an American flag. Sent a courier across the point to notify them of the fact.

Having been engaged for three and a half hours, and General Grant's lines being perfectly silent, we retired from action, leaving the Benton in her old position at the head of the towhead, and will send the Mound City back to Warrenton as soon as I obtain Captain Wilson's report. Enclosed I forward the reports of Captains Greer and Wilson, containing expenditure of ammunition. * * * * * * * *

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commanding Price.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander James A. Greer, commanding the Benton.

UNITED STATES STEAMER BENTON,
Below Vicksburg, June 20, 1863.

SIR: I have respectfully to report that, in obedience to your order of this date, this vessel got under way at 5.40 a. m. and stood up to the canal. It was so thick and hazy that I could not see the batteries or any landmarks.

I threw a few shells into the woods to the northward of Whistling Dick.

At 8.30 it cleared away a little, and I fired at Whistling Dick, and a little northward of it; also at some cattle which I saw on the lowlands. Whilst lying above the canal a rifle gun from over the point fired, its shell bursting in the neighborhood of the position held by our troops. Seeing a soldier on horseback on the bank, I ran in and sent him over to the officer commanding the rifle to state where the shells were falling. We were not fired on, although in good range of Whistling Dick for a long time. We fired five 9-inch 15-second shells, and seventeen 10-second 9-inch shells. At 10.55 stood down the river to our old anchorage. I have also to report that last night I received a letter from Major General Herron asking for some more ammunition for the 32-pounder which he has belonging to this vessel. I supplied him with all I could spare.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant Commander.

Commander S. E. WOODWORTH,
Senior Officer, below Vicksburg.

Report of Lieutenant Commander Byron Wilson, commanding the Mound City.

UNITED STATES GUNBOAT MOUND CITY,
Below Vicksburg, June 20, 1863.

SIR: In obedience to your orders of this date, I got under way at Warrenton, at 5 a. m. and proceeded up the river with all despatch, to join in the attack on the hill batteries.

About 7 a. m. I joined the Benton, at the mouth of the canal. We were obliged to lie there some time, owing to the intense fog which hung over the hills, and it was not till 7.35 that we were enabled to throw a shell with any certainty.

I continued to fire as the batteries came in sight, till 10 a. m., when the signal to cease firing was made.

We continued up the river about a half a mile above the canal, and at 11 o'clock returned down to our anchorage.

Strange to say, during all this time we received no response.

We expended (35) thirty-five 15-second 9-inch shells, (5) five 15-second 80-pounder rifle shells, and (4) four precussion Dahlgren shells.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commander,

Commander SELIM E. WOODWORTH,
Senior Naval Officer present.

Report of Rear-Admiral Porter.

UNITED STATES FLAG-SHIP BLACK HAWK,
Mississippi Squadron, near Vicksburg, June 26, 1863.

SIR: I was in hopes, ere this, to have announced the fall of Vicksburg, but the rebels hold out persistently, and will, no doubt, do so while there is a thing left to eat.

In the mean time they are hoping for relief from General Johnson. A vain hope; for even if he succeeded in getting the better of General Sherman, (one of the best soldiers in our army,) his forces would be so cut up that he could take no advantage of any victory that he might gain. General Sherman has only to fall back to our intrenchments at Vicksburg, and he could defy twice his own force.

The rebels have been making every effort to bring relief to Vicksburg through Louisiana, but without avail; with the few men we have at Young's Point, and the gunboats, we keep them in check, and a few days since, (as I reported to you,) the marine brigade, General Ellet, with General Mower's brigade, chased them away from this part of the country.

They have lined the river bank, and are annoying the transports a little, but the gunboats are so vigilant, and give them so little rest, that they have done no damage worth mentioning.

I have lined the river from Cairo to Vicksburg with a good force; the upper part under command of Lieutenant Commander Phelps, whom I have withdrawn, with those of his vessels which draw too much water, from the Tennessee. He has the Eastport, which he says is much improved in every way, and is a much superior vessel to what she was. I have had the Indianola's leaks stopped, machinery cleaned off, and hope to float her off the first rise in the river. I am having the Cincinnati's guns removed, and Colonel Wood, of the army, is erecting a battery on shore with them. I had now ten (10) heavy naval guns landed from the gunboats in the rear of Vicksburg, some of them manned by sailors. They have kept up a heavy fire for some days, doing great execution.

The enemy very seldom fire now, and *never* from the land side.

The mortars at this moment are throwing shells into the enemy's main water battery, which is quite silent and deserted. Deserters say they have six days' provisions, and will not yield until that is gone.

General McPherson blew up the main fort yesterday, and took possession of it; will mount our two 9-inch guns on it to-night, and some 30-pounder Parrotts. This fort commands all Vicksburg

I am sorry to say the health of the squadron is not good. We have many sick officers and men; the duty has been incessant, and most laborious working in a very hot sun.

Still the officers and men never murmur, and stand at their posts until they can stand no longer.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SURRENDER OF VICKSBURG.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Vicksburg, July 4, 1863.

SIR: I have the honor to inform you that Vicksburg has surrendered at last to the United States forces, after a desperate but vain resistance. That she has not done so sooner has not been for want of ability on the part of our military commanders, but from the magnitude of the defences, which were intended to repulse any force the government could possibly send there.

What bearing this will have on the rebellion remains yet to be seen; but the magnitude of the success must go far towards crushing out this revolution, and establishing once more the commerce of the States bordering on this river.

History has seldom had an opportunity of recording so desperate a defence on one side, with so much courage, ability, perseverance, and endurance on the other; and if ever an army was entitled to the gratitude of a nation, it is the army of the Tennessee and its gallant leaders.

The navy has necessarily performed a less conspicuous part in the capture of Vicksburg than the army; still it has been employed in a manner highly creditable to all concerned.

The gunboats have been constantly employed below Vicksburg in shelling the works, and with success, co-operating heartily with the left wing of the army.

The mortar boats have been at work for forty-two days, without intermission, throwing shells into all parts of the city, even reaching the works in the rear of Vicksburg and in front of our troops, a distance of three miles. Three heavy guns, placed on scows—a 9-inch, 10-inch, and a 100-pound rifle—were placed in position a mile from the town, and commanded all the important water batteries. They have kept up an accurate and incessant fire for fourteen days, doing all the damage that could be done by guns under such circumstances. Five 8-inch, two 9-inch, two 42-pounder rifles, and four 32-pounder shell guns have been landed, at the request of the different generals commanding corps, from the gunboats, and mounted in the rear of Vicksburg, and whenever I could spare the officers and men from our small complement, they were sent to manage the guns—with what ability I leave to the general commanding the forces to say.

In the mean time I stationed the smaller class of gunboats to keep the banks of the Mississippi clear of guerillas, who were assembling in force, and with a large number of cannon, to block up the river and cut off the transports bringing down supplies, re-enforcements, and ammunition for the army. Though the rebels, on several occasions, built batteries, and with a large force attempted to sink or capture the transports, they never succeeded, but were defeated by the gunboats with severe loss on all occasions.

Without a watchful care over the Mississippi the operations of the army would have been much interfered with; and I can say honestly that officers never did their duty better than those who have patrolled the river from Cairo to Vicksburg. One steamer only was badly disabled since our operations commenced, and six or seven men killed and wounded. While the army have had a troublesome enemy in front and behind them, the gunboats, marine brigade under General Ellet, and a small force of troops under Generals Dennis and Mower, have kept at bay a large force of rebels, over 12,000 strong, accompanied by a large quantity of artillery. Though offered battle several times and engaged, they invariably fled, and satisfied themselves by assaulting half-disciplined and unarmed blacks.

The capture of Vicksburg leaves us a large army and naval force free to act all along the river, and I hope soon to add to my department the vessels which have been temporarily lost to the service, viz: the Indianola and Cincinnati.

The effect of this blow will be felt far up the tributaries of the Mississippi;

the timid and doubtful will take heart, and the wicked will, I hope, cease to trouble us for fear of the punishment which will sooner or later overtake them.

There has been a large expenditure of ammunition during the siege. The mortars have fired 7,000 mortar-shells, and the gunboats 4,500; 4,500 have been fired from the naval guns on shore, and we have supplied over 6,000 to the different army corps.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Acting Rear-Admiral Porter.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 13, 1863.

SIR: I have made reports to the department of the different actions that have occurred on this river since the investment of Vicksburg; and it now remains for me to give credit to the different officers who have participated in the events transpiring here.

When I took command of this squadron this river was virtually closed against our steamers from Helena to Vicksburg. It was only necessary to impress the officers and men with the importance of opening communication with New Orleans, and every one, with few exceptions, have embarked in the enterprise with a zeal that is highly creditable to them, and with a determination that the river should be opened if their aid could effect it.

With such officers and the able general who commanded the army I have not feared for the result, though it has been postponed longer than I thought it would be.

First and foremost allow me to speak of Captain Pennock, fleet-captain, and commandant of station at Cairo. To him I am much indebted for the promptness with which he has kept the squadron supplied with all that was required or could be procured. His duty has been no sinecure, and he has performed it with an ability that could not have been surpassed by any officer of the navy. He has materially assisted me in the management of the Tennessee and Cumberland squadrons, keeping me promptly informed of all the movements of the enemy, and enabling me to make the proper dispositions to check him, exercising a most discreet judgment in moving the vessels to meet the rebels when there was no time to hear from me.

The war on the banks of the Tennessee and Cumberland has been carried on most actively. There has been incessant skirmishing between the guerillas and gunboats, in which the rebels have been defeated in every instance. So constant are these attacks that we cease to think of them as of any importance, though there has been much gallantry displayed on many occasions.

Lieutenant Commanders Phelps and Fitch have each had command of these rivers, and have shown themselves to be most able officers. I feel no apprehension at any time with regard to movements in that quarter. Had it not been for the activity and energy displayed by Lieutenant Commander Fitch, Captain Pennock, and Lieutenant Commander Phelps, General Rosecrans would have been left without provisions.

To Captain Walke, Commander Woodworth, Lieutenant Commanders Breese, Greer, Shirk, Owen, Wilson, Walker, Bache, Murphy, Selfridge, Pritchett, Ramsay, and Acting Volunteer Lieutenant Hoel, I feel much indebted for their active and energetic attention to all my orders, and their ready co-operation

with the army corps commanders at all times, which enabled them to carry out their plans successfully.

The Benton, Lieutenant Commander Greer, Mound City, Lieutenant Commander Byron Wilson, Tuscumbia, Lieutenant Commander Shirk, Carondelet, Acting Lieutenant Murphy, and the Sterling Price, Commander Woodworth, have been almost constantly under fire of the batteries at Vicksburg since the forty-five days' siege commenced.

The attack of the 22d of May, by the Benton, Mound City, Carondelet, and Tuscumbia, on all the water batteries, in which three were silenced and four guns injured or dismounted, was one of the best contested engagements of the kind during the war.

On the next attack of the same gunboats, when General Grant opened all his batteries for six hours, the river batteries were all deserted, and the gunboats moved up and down without having a shot fired at them, showing the moral effect the first attack had.

The attack of the Cincinnati, Lieutenant Commander Bache, on the water battery, will long be ranked among the most gallant events of this war; and, though Lieutenant Bache had the misfortune to have his vessel sunk under him, he well deserves the handsome commendations bestowed upon him by the department.

To Lieutenant Commander Ramsay, of the Choctaw, was assigned the management of three heavy guns placed on scows and anchored in a position to command the town and water batteries. Every gun the enemy could bring to bear on these boats was fired incessantly at them, but without one moment's cessation of fire on the part of our seamen, though the enemy's shot and shell fell like hail among them. This battery completely enfiladed the batteries and rifle-pits in front of General Sherman, and made them untenable.

The mortar boats were under charge of Gunner Eugene Mack, who for thirty days stood at his post, the firing continuing night and day. He performed his duty well, and merits approval. The labor was extremely hard, and every man at the mortars was laid up with sickness, owing to excessive labor. After Mr. Mack was taken ill, Ensign Miller took charge and conducted the firing with marked ability. We know that nothing conduced more to the end of the siege than the mortar firing, which demoralized the rebels, killed and wounded a number of persons, killed the cattle, destroyed property of all kinds, and set the city on fire. On the last two days we were enabled to reach the outer works of the enemy by firing heavy charges of twenty-six pounds of powder; the distance was three miles, and the falling of shells was very annoying to the rebels; to use the words of a rebel officer, "our shells intruded everywhere."

Lieutenant Commander Breese has been very efficient in relieving me of a vast amount of duty, superintending personally all the requirements made on the navy, and facilitating the operations of the army in every way that laid in his power. In every instance where it was at all possible to bring the Black Hawk into action against the enemy's batteries he has not hesitated to do so, though she is not fortified exactly for such a purpose. His long-range guns have done most excellent service at different times.

I beg leave to mention the different commanders of the light-draughts, who have carried out my orders promptly, aided in keeping guerillas from the river, convoyed transports safely, and kept their vessels in good condition for service, viz: Acting Volunteer Lieutenant George W. Brown, commanding Forest Rose; Acting Volunteer Lieutenant C. Dominey, commanding Signal; Acting Volunteer Lieutenant J. S. Hurd, commanding Covington; Ensign Wm. C. Handford, commanding Robb; Acting Master J. C. Bunner, commanding New Era; Acting Volunteer Lieutenant J. V. Johnstone, commanding Romeo; Acting Volunteer Lieutenant John Pierce, commanding Petrel; Acting Master W. E. Fentress, commanding Rattler; Acting Volunteer Lieutenant T. E.

Smith, commanding Linden; Acting Volunteer Lieutenant E. C. Brennand, commanding Prairie Bird; Acting Volunteer Lieutenant J. Gandy, commanding Queen City. There are others who deserve commendation, but these seem to me the most prominent.

The action of the 4th of July, at Helena, wherein the Tyler participated so largely, has already been reported to the department. There is no doubt left on the minds of any but that the Tyler saved Helena, for, though General Prentiss fought with a skill and daring not excelled in this war, his little force of thirty-five hundred men were fast being overpowered by the enemy with eighteen thousand men, when the Tyler took a position and changed the fortunes of the day.

I must not omit to mention Acting Volunteer Lieutenants Hamilton and Richardson, of the powder vessels Great Western and Judge Torrence. They were unremitting in their attention to their duties during the siege, supplying without delay every requisition made on them by army and navy, and volunteering for any service.

When the army called on the navy for siege guns, I detailed what officers and men I could spare to man and work the batteries. Lieutenant Commander Selfridge had command of the naval battery on the right wing, General Sherman's corps. This battery was worked with marked ability, and elicited the warmest praises from the commanding general. One thousand shells were fired into the enemy's works from Lieutenant Commander Selfridge's guns. His services being required up the river, I relieved him a few days before the surrender, and Lieutenant Commander Walker supplied his place and conducted the firing with the same ability.

Acting Master Charles B. Dahlgren was ordered to report to General McPherson for duty, and was assigned the management of two nine-inch guns, which were admirably served.

Acting Master Reed, of the Benton, had charge of the batteries at Fort Benton—so named by General Herron, in honor of the occasion. General Herron generously acknowledged the services of those I sent him, which communication I enclose with this report.

I have endeavored to do justice to all who were immediately engaged in the struggle for the mastery of the Mississippi. To the army do we owe immediate thanks for the capture of Vicksburg; but the army was much facilitated by the navy, which was ready at all times to co-operate. This has been no small undertaking. The late investment and capture of Vicksburg will be characterized as one of the greatest military achievements ever known. The conception of the idea originated solely with General Grant, who adopted a course in which great labor was performed, great battles were fought, and great risks were run. A single mistake would have involved us in difficulty; but so well were all the plans matured, so well were all the movements timed, and so rapid were the evolutions performed, that not a mistake has occurred from the passage of the fleet by Vicksburg, and the passage of the army across the river, up to the present time. So confident was I of the ability of General Grant to carry out his plans when he explained them to me, that I never hesitated to change my position from above to below Vicksburg. The work was hard, the fighting severe, but the blows struck were constant.

In forty-five days after our army was landed, a rebel army of 60,000 men had been captured, killed, and wounded, or scattered to their homes, perfectly demoralized, while our loss has been only about 5,000 killed, wounded, and prisoners, and the temporary loss of one gunboat.

The fortifications and defences of the city exceed anything that has been built in modern times, and are doubly unassailable from their immense height above the bed of the river.

The fall of Vicksburg insured the fall of Port Hudson and the opening of

the Mississippi river, which, I am happy to say, can be traversed from its source to its mouth without apparent impediment, the first time during the war.

I take this opportunity to give to Mr. Fendal and Mr. Strausz, assistants in the Coast Survey, the full credit they deserve for their indefatigable industry. Since they have been attached to the squadron they have been connected with almost every expedition that has been undertaken; they have kept both army and navy supplied with charts, when they could not otherwise be obtained; they were found ready at all times to go anywhere or do anything required of them, whether it was on a gunboat expedition or in the trenches before Vicksburg, engineering, when the general commanding called for volunteers from the navy. They have added to our collection of maps many geographical corrections which are valuable, and they have proved to me that no squadron can operate effectively without a good corps of surveyors.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Major General Herron to Admiral Porter.

HEADQUARTERS LEFT DIVISION INVESTING FORCES,
Vicksburg, July 5, 1863.

ADMIRAL: While congratulating you on the success of the army and navy in reducing the Sebastopol of rebeldom, I must at the same time thank you for the aid my division has had from yourself and your ships.

The guns received from the Benton, under charge of Acting Master Reed, a gallant and efficient officer, have formed the most effective battery I had, and I am glad to say that the officer in charge has well sustained the reputation of your squadron. For the efforts you have made to co-operate with me in my position on the left I am under many obligations.

Very respectfully, your obedient servant,

F. J. HERRON,
Major General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major General Herron to Lieutenant Commander Greer.

HEADQUARTERS LEFT DIVISION INVESTING FORCES,
Vicksburg, July 5, 1863.

CAPTAIN: Having had from your ship, since the first of our siege operations on the left of the investing line, four of your heavy guns, under charge of Acting Master J. Frank Reed, I must, before their return to the ship, express to you my thanks for the good service they have rendered, and the admirable and officer-like manner in which they were handled by Acting Master Reed. His battery (which I have named, after your ship, battery Benton) has been our main support in advancing, and I learn has been a terror to the rebels in our immediate front.

The management and conduct of Acting Master Reed and his subordinates,

William Moore and W. P. Brownell, cannot be too highly spoken of, and I can assure you they have nobly sustained the reputation of your ship and the Mississippi squadron.

Acting Master Reed is well worthy of promotion.

Congratulating you, captain, on the combined successes of the army and navy in reducing this Sebastopol of the rebels, I remain, very truly, yours,

F. J. HERRON,
Major General.

Captain J. H. GREER,
Commanding Benton.

Report of Lieutenant Commander Selfridge, commanding naval battery.

UNITED STATES STEAMER CONESTOGA,
Mississippi River, July 8, 1863.

SIR: I have the honor to present the following report of the naval battery, consisting of two 8-inch columbiads, whilst under my command.

Acting under your orders of June 1st, I reported to General Sherman, who located the battery nearly on the extreme right, not far from the river. After many delays I succeeded in getting one gun in position the night of June 4th. Fire was opened from it the next morning, and the next night the other was got in position. Opposed to us was an 8-inch columbiad, six hundred yards distant, and a 32-pounder, one thousand yards distant.

The columbiad was disabled by our fire the second day, and no further use made of it; the 32-pounder was also effectually silenced. There was nothing left at which to direct our fire but rifle-pits. Upon these I kept a slow and steady fire at different intervals during the day. Operating upon earthworks, it was impossible to know the damage inflicted. Deserters report, however, that our fire was so accurate as to cause the battery to be greatly feared, and that it had done them much harm. On June 25, agreeably to your orders, I turned my command over to Captain Walker.

It gives me pleasure to bear testimony to the good conduct of my officers and men. The labor imposed upon them was very arduous—working their guns under a hot sun, and frequently employed half the night repairing the damage inflicted during the day.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major General Sherman to Admiral Porter.

HEADQUARTERS EXPEDITIONARY ARMY,
Black River, July 4, 1863.

DEAR ADMIRAL: No event in my life could have given me more personal pride or pleasure than to have met you to-day on the wharf at Vicksburg—a Fourth of July so eloquent in events as to need no words or stimulants to elevate its importance.

I can appreciate the intense satisfaction you must feel at lying before the very monster which has defied us with such deep and malignant hate, and seeing

your once disunited fleet again a unit, and, better still, the chain that made an enclosed sea of a link in the great river broken forever. In so magnificent a result I stop not to count who did it. It is done, and the day of our nation's birth is consecrated and baptised anew in a victory won by the united navy and army of our country. God grant that the harmony and mutual respect that exist between our respective commanders, and shared by all the true men of the joint service, may continue forever, and serve to elevate our national character, threatened with shipwreck. Thus I muse as I sit in my solitary camp out in the wood, far from the point for which we have jointly striven so long and so well, and, though personal curiosity would tempt me to go and see the frowning batteries and sunken pits that have defied us so long, and sent to their silent graves so many of early comrades in the enterprise, I feel that other tasks lie before me, and time must not be lost. Without casting anchor, and despite the heat, and the dust, and the drought, I must again into the bowels of the land, to make the conquest of Vicksburg fulfil all the conditions it should in the progress of this war. Whether success attend my efforts or not, I know that Admiral Porter will ever accord to me the exhibition of a pure and unselfish zeal in the service of our country.

It does seem to me that Port Hudson, without facilities for supplies or interior communication, must soon follow the fate of Vicksburg and leave the river free, and to you the task of preventing any more Vicksburgs or Port Hudsons on the bank of the great inland sea.

Though further apart, the navy and army will still act in concert, and I assure you I shall never reach the banks of the river or see a gunboat but I will think of Admiral Porter, Captain Breese, and the many elegant and accomplished gentlemen it has been my good fortune to meet on armed or unarmed decks of the Mississippi squadron. Congratulating you and the officers and men of your command at the great result in which you have borne so conspicuous a part,

I remain, as ever, your friend and servant,

W. T. SHERMAN,
Major General.

Admiral D. D. PORTER,
Commanding Fleet.

Congratulatory letter to Rear-Admiral Porter on the surrender of Vicksburg.

NAVY DEPARTMENT, *July* 13, 1863.

SIR: Your despatch of the 4th instant, announcing the surrender of Vicksburg on the anniversary of the great historic day in our national annals, has been received. The fall of that place insures a severance of the rebel territory, and must give to the country the speedy uninterrupted navigation of the rivers which water and furnish the ocean outlet to the great central valley of the Union. For the past year the key to the Mississippi has been Vicksburg, and so satisfied of this was the rebel chief who pioneered the rebellion and first gave the order to open the fires of civil strife, that he staked his cause upon its retention. By the herculean efforts of the army under the admirable leadership of General Grant, and the persistent and powerful co-operation of the navy, commanded by yourself, this great result under the providence of Almighty God has been achieved. A slave empire, dividedby this river into equal parts, with liberty in possession of its banks, and freedom upon its waters, cannot exist. The work of rescuing and setting free this noble artery, whose unrestricted vital current is essential to our nationality, commenced with such

ability by the veteran Farragut and the lamented Foote, and continued by. Davis, is near its consummation. You have only to proceed onward and meet that veteran chief whose first act was to dash through the gates by which the rebels assumed to bar the entrance to the Mississippi, whose free communication to and above New Orleans he has ever since proudly maintained.

When the squadrons of the upper and lower Mississippi shall combine, and the noble river be again free to a united people, the nation will feel its integrity restored and the names of the heroic champions who signalized themselves in this invaluable service will be cherished and honored. Present and future millions on the shores of those magnificent rivers which patriotism and valor shall have emancipated, will remember with unceasing gratitude the naval heroes who so well performed their part in these eventful times.

To yourself, your officers, and the brave and gallant sailors, who have been so fertile in resources, so persistent and enduring through many months of trial and hardship, and so daring under all circumstances, I tender, in the name of the President, the thanks and congratulations of the whole country on the fall of Vicksburg.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Vicksburg, Miss.

ENGAGEMENT AT MILLIKEN'S BEND.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 9, 1863.

SIR: I have the honor to inform you that on the 7th instant, owing to a report that the rebels (in force about 4,000) were threatening Milliken's Bend, where a quantity of army stores were kept, (guarded by the two black regiments and part of the 29th Iowa,) I despatched the gunboats Choctaw and Lexington to that place to protect them.

Our troops had thrown up some extra intrenchments near the levee, and prepared to receive the rebels, with some doubts as to the issue. The enemy made his attack before daylight, and many of our men had not arrived at that point. The blacks, however, met the onset manfully, and a company of the Iowa regiment stood at their posts until they were slaughtered to a man, killing an equal number of rebels. The fight was desperate, and our men, overpowered, had to retreat behind the bank, near the water's edge, followed closely by the rebels. Then the gunboats opened on the rebels with shell, grape and canister, and they fled in wild confusion, not knowing the gunboats were there, or expecting such a reception.

They retreated rapidly to the woods and soon disappeared. Eighty dead rebels were left on the ground, and our trenches were packed with the dead bodies of the blacks, who stood at their posts like men. When last heard from the enemy was bound in the direction of Lake Providence. I despatched gunboats to meet him.

I am, sir, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander F. M. Ramsay, commanding the Choctaw.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 11, 1863.

SIR: I beg leave to enclose you the report of Lieutenant Commander Frank M. Ramsay, commanding United States steamer Choctaw, in relation to the part taken by the gunboats in the action at Milliken's Bend on the 7th instant.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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UNITED STATES STEAMER CHOCTAW,
Near Vicksburg, June 10, 1863.

SIR: In obedience to your order, I proceeded to Milliken's Bend on the 6th instant. At 3.15 a. m. on the 7th an army officer hailed the vessel and stated that our pickets had been attacked by the enemy. At 3.35, seeing sharp firing close into the camp of our troops, I opened fire with the 100-pounder rifle and 9-inch gun. Our troops, with the exception of the 23d Iowa, broke immediately and got under the bank of the river.

It was impossible for me to see the enemy on account of the high bank, and I could learn their position only by hailing our troops. About 8.30 the enemy commenced to re reat. At 9 the Lexington came up and threw a few shells into the woods.

Had not a gunboat been present the enemy would have captured everything. I fired forty-six percussion shells, (captured from the enemy at Haines's Bluff,) seventeen shrapnell, and five 5″ shells from the 100-pounder rifle, and thirty-four 5″ shells from the 9-inch gun.

The percussion shells captured at Haines's Bluff are superior to all the shells that have been furnished this vessel for the 100-pounder.

They are eleven and a quarter inches in length and weigh sixty pounds. Not one of them turned over, and only one or two failed to explode. Every one of our 5″ shells commenced turning over as soon as it left the gun. The shells from the 9-inch gun exploded at the proper time. I sent boats and brought on board twenty wounded officers and men, who received every care and attention from Acting Assistant Surgeon E. P. Robbins. Two of the officers died. The others were transferred to army transports to be carried to hospitals.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

MOVEMENTS OF THE GUNBOAT FLEET ON THE TENNESSEE RIVER.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, June 14, 1863.

SIR: I have the honor to forward a report of Captain S. L. Phelps, reporting the late movements of the gunboat fleet on the Tennessee river.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander S. L. Phelps.

UNITED STATES GUNBOAT COVINGTON,
Fort Henry, June 3, 1863.

SIR: Beginning with the date of the last report I had the honor to forward, I have now to inform you that the three gunboats left to co-operate in a movement across the Tennessee at Hamburg effected that purpose. On the 24th the Covington, at Savannah, crossed and covered a small force, which proceeded a few miles back and destroyed a cotton and woollen factory and a mill used by the rebels.

On the evening of the 26th fifteen hundred cavalry, with four howitzers, under Colonel Cornyn, 10th Missouri cavalry, arrived at Hamburg from Corinth, and the gunboats safely crossed the force over the river.

Colonel Cornyn made a forced march to Florence, Alabama, which place he captured after a sharp fight. He destroyed an immense amount of property of various kinds belonging to the enemy and in use by him, among which were three large cotton mills, and also large deposits of corn. The colonel estimates the value of the property destroyed at $2,000,000. He returned to Hamburg on the 30th, with sixty prisoners of war.

Meanwhile one hundred and fifty cavalry had landed at Savannah, under cover of the guns of the Covington, intended to operate in that neighborhood, and keep open communication between Colonel Cornyn and the gunboats.

The Fanny Barker and Robb covered the landing opposite Hamburg, The force at Savannah had captured some stock and brought it in, but on the 30th, while returning from an expedition with considerable stock, the commander found himself pressed by a rebel force, and was obliged to abandon his stock, and he barely succeeded into getting into Savannah, where I found him on the river bank protected by the Covington. Colonel Biffle, the rebel commander, had invested the town, demanding a surrender of our forces, and giving an hour for the removal of women and children if this demand was not complied with.

He received for answer, from both our commanding officers, a short and more expressive than civil reply, "to come and take them." Not wishing to interfere with Colonel Biffle's projects for getting his command badly cut up, it turned out as I expected, mere gasconade. I went on to Hamburg, where Colonel Cornyn had arrived, and I crossed his command over that night, with some one thousand additional animals captured.

It appears the enemy had pushed considerable force from Spring Hill and Columbia, General Bragg's left wing, towards Hamburg, in the hope of cutting off Colonel Cornyn's force, but had come up too late.

There was brisk skirmishing during the time we were crossing our people. In the morning the enemy was discovered in the woods near where the crossing was effected, and we shelled him out.

Numerous Union families from Harden county, Tennessee, became alarmed at the rebel threats of vengeance, and begged me to bring them down the river, and I have done so, having a barge load of household effects they have been able to save.

Descending the river to as far as Perryville on the 21st, I there crossed a small force under Lieutenant Colonel Breckenridge, for the purpose of securing a quantity of leather at different tanneries. The rebels are seizing it wherever found, to carry off for army purposes. Eight hundred of them are reported encamped twenty miles distant, with the object of covering their part of this leather-seizing operation. I have on board a considerable quantity of hides, to be turned over at Paducah.

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I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commander.

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I have omitted to mention, there seemed to be reliable evidence that large detachments from Bragg's army are moving in a southerly direction. I ordered Lieutenant Goudy to look after one of these, said to be 10,000 strong, but probably much less, moving towards Clifton, on this river.

There is no doubt but that Bragg's army has been drawn on for re-enforcements for Vicksburg. Not one word in regard to General Rosecrans or his movements ever reaches this command. I left three gunboats with Lieutenant Goudy, the senior officer, to operate till my return, with coal and supplies.

S. L. PHELPS.

ENGAGEMENT AT RICHMOND, LOUISIANA, BETWEEN THE MARINE BRIGADE, GENERAL ELLET, AND THE REBELS.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 18, 1863.

SIR: I have the honor to inform you that, hearing the enemy had collected a force of 12,000 men at Richmond, in Louisiana, nine miles from Milliken's Bend, I sent General Ellet to General Mowry, at Young's Point, to act in conjunction to break them up.

General Mowry promptly acceded to the request, and with about twelve hundred men, in company with the marine brigade, Brigadier General A. W. Ellet, commanding, proceeded to Richmond, where they completely routed the advance guard of the rebels, consisting of four thousand men and six pieces of artillery, captured a lot of stores, and the town was completely destroyed in the melée.

This duty was handsomely performed by the different parties concerned in it. I enclose Brigadier General Ellet's report.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Brigadier General A. W. Ellet.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flag-Ship Autocrat, above Vicksburg, June 17, 1863.

ADMIRAL: I have the honor to inform you that, in accordance with your consent, I landed my forces at Milliken's Bend on the morning of the 15th instant, and proceeded toward Richmond, Louisiana.

At the forks of the road, within three miles of Richmond, I met General Mowry's command, and we proceeded forward together, my forces being in the advance. We met the enemy about a mile from town, who opened upon our advance line of skirmishers from behind hedges and trees and gullies, but they fled before our advance and took shelter behind the levee on the opposite side of the bayou, near the town.

The position was a good one, and very defensible. I deemed it imprudent to advance our line across the open field without any cover for my men against an enemy superior in number and well intrenched. I therefore ordered the artillery to the front and opened upon their position, and after a vigorous cannonade of near an hour, with all our guns, advanced our infantry through the woods on the right, with the intention of turning the enemy's left wing. They returned the fire of our artillery very vigorously for a time. Soon it slackened, and finally ceased altogether. When I arrived at the left of their position I found it abandoned and the enemy fled. He had destroyed the bridge over the bayou to prevent our following. We found three of the enemy dead upon the field, two mortally wounded, and captured eleven prisoners and about sixty stand of small-arms.

The enemy was commanded by Major General Walker, was a part of Kirby Smith's command, and consisted of two brigades, containing seven regiments, four thousand strong, with six pieces of artillery.

They retreated towards Delhi, where General McCulloch is said to be posted with a command about equal in strength to the one we encountered.

This was the same force that attacked the negro regiment at Milliken's Bend, a week before, and was repulsed.

Our entire loss was three men wounded—one, only, dangerously.

General Mowry's command participated throughout the fight most vigorously, and I feel indebted to the general for his prompt co-operation and advice, and his skilful manner of handling his forces. I returned the same day to my boats.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier General, Com'dg Mississippi Marine Brigade.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

MOVEMENTS OF THE MARINE BRIGADE FROM APRIL 5 TO MAY 29, 1863.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, near Vicksburg, June 18, 1863.

SIR: I have the honor to enclose Brigadier General A. W. Ellet's report of the movements of the marine brigade from April 5 to May 29, inclusive.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flag-Ship Autocrat.

ADMIRAL: I have the honor to report that, agreeable to your order received at Greenville, Mississippi, on the 5th of April, I immediately got under way and proceeded as rapidly as possible to the Tennessee. The difficulty of obtaining coal caused me several days' detention at Cairo, Illinois. I left Cairo the morning of the 14th; reached Fort Henry on the following day. There I met Colonel Straight and his command, which, after one day's delay, was ready to accompany me. I found at Waverly landing a gunboat waiting for us, which continued to accompany us until we arrived at Eastport, without any enemy being visible.

From Eastport opened communication with General Dodge, who requested I should drop my fleet down to Savannah, and make a demonstration from that place, to attract the enemy's attention while he advanced against Tuscumbia. At Savannah I disembarked my cavalry under the command of Major Hubbard, with orders to proceed eastward to Craven's Mill, a point eighteen miles from Savannah, where the rebel Colonel Cox, with his regiment, made their headquarters, and to burn the mill and stores, &c., at that point. The march was effected in the night—the orders executed to the letter.

A large amount of flour, meal, and bacon was destroyed, several of Colonel Cox's pickets captured, and the major returned without any loss.

From Savannah to Clifton we burned several mills and a large amount of lumber. I stopped repeatedly and pushed my command back in the interior from various points. Finally, the water becoming so low as to create apprehensions for the safety of my boats, I determined to drop below Duck River shoals for their security.

On the morning of the 26th of April, some three miles below the mouth of Duck river, we were attacked by a regiment of Colonel Woodward's command, seven hundred strong, with two pieces of artillery. The attack was very fierce, but lasted only a few moments. The enemy had evidently mistaken us for unarmed boats, and were unprepared for the resistance they met with. We repulsed them with severe loss. We effected a landing as quickly as possible, (the nature of the banks causing considerable detention,) and pursued their retreat some twelve miles. We found the commanding officer, Major White, of the 6th Texan rangers, lying mortally wounded in a house four miles from the battle-ground, left by his men in their precipitate retreat. The enemy abandoned their dead, eight in number, and we buried them. Their wounded they succeeded in carrying off with them, owing to the necessary delay occasioned in landing my troops, from the unfavorable condition of the river banks, and the narrowness of the river at the spot.

Our loss was two killed and several wounded—only one seriously. We remained until the next day at this place, then proceeded to Fort Henry. We remained at Fort Henry three days for the purpose of mustering the command, and to coal the boats, and then proceeded again up the river. We found the water too low to ascend above Reynoldsburg, and were obliged to return.

On the 7th of May we left the river. We destroyed a great many flats and ferry-boats, and brought out a great many Union refugees, flying from the effects of the rebellion.

I arrived at Cairo on the 8th of May, and immediately proceeded to repair the damage my boats had sustained in the tortuous navigation of the Tennessee river.

Being unable to obtain any instructions from you, I telegraphed to the department at Washington, and was ordered to proceed down the Mississippi river, as the Tennessee was too low for my boats to act longer there.

On the 16th of May I left Cairo, stopping frequently to exercise my horses

and drill my men. On the 22d of May I left Memphis. About thirty-five miles above Helena my commissary and quartermaster boat was fired into from the Mississippi side, about six miles above Austin. She was at the time some distance in the rear of the fleet. I received the report late at night, after the fleet had come to anchor, and made immediate arrangements to return in the morning and punish the perpetrators of the outrage. I landed at Austin before sunrise; could learn nothing from the inhabitants of the existence of any enemy near there. I discovered the wreck of a small trading boat that had recently been burned, and finally learned from an old negro that some rebels had just left the place upon our approach; that they had burned the boat the night before, captured the crew, and carried off the freight in wagons.

I immediately ordered the cavalry in pursuit, the infantry to follow as rapidly as possible. Major Hubbard came upon the enemy about eight miles out, near one thousand strong, with two pieces of artillery. He was surrounded, and his retreat cut off, but was able to find a position where, by dismounting his men, he repelled the enemy's repeated charges upon his little band of less than two hundred men, and maintained his position until relieved by the arrival of the infantry. Our loss was two killed and nineteen wounded, mostly very slight wounds. We found five of the enemy dead on the field, obtained twenty-two stand of arms, captured one wagon and team, and three prisoners, besides several horses and mules.

I burned the town of Austin. By searching the houses we found that a lively trade of smuggling goods was carried on at this place. Whiskey, salt, molasses, fish, dry-goods, and medicines in large quantities, and unbroken packages, were discovered. As the fire progressed the discharge of fire-arms from the houses was constant and rapid, notwithstanding we had searched them all. Two heavy explosions of powder also occurred. We returned to Helena the same evening. On the following day I received a request from General Prentiss that I should remain with my command before Helena, as the place was threatened with an attack, until he could find something of the enemy's purpose.

On the 26th of May we left Helena, and, hearing of no enemy, proceeded slowly down the river, and arrived above Vicksburg on the morning of the 29th of May.

Very respectfully, your obedient servant,

ALFRED W. ELLET.

Acting Rear-Admiral D. D. Porter.

REPORT OF ACTING ENSIGN W. C. HANFORD, COMMANDING GUNBOAT ROBB, OF ACTION AT CERRO GORDA.

United States Gunboat Robb,
Fort Hindman, Ky., June 24, 1863.

Sir: I send you a report of the action that took place, on the morning of the 19th instant, at Cerro Gorda, resulting in the loss of one of my men, and two severely wounded.

On the afternoon of the 18th I suggested to Captain Hurd the possibility of catching some of Colonel Biffle's men, if I placed a couple of pieces of artillery at Cerro Gorda, opposite to where they came and fired across the river during the departure of gunboats from that place. It met Captain Hurd's approval.

In the evening I got a horse and rode down to Cerro Gorda, in order to pick out a good situation for the battery. Having found one to suit me, I returned

and got my guns mounted on field carriages, and at 10 p. m. started down and had everything fixed ready, taking particular care to double picket all the roads to guard against surprise. I sent to man the battery sixteen of my best men. It was my instruction in the morning to run down to Saltillo, five miles, in order to give the "rebs" a good chance to come in.

On the morning of the 19th, about 4.30, I heard my guns firing. The Silver Cloud and myself started down, where we found that Biffle had made a charge on the battery with four hundred men; but my men were prepared for them, and opened their ranks well. I have learned since (but it is only a picked-up report) that Biffle lost fifty killed and wounded. I believe their loss was about that, as they charged four abreast, (dismounted,) and came to within twenty yards of the cannon's mouth, while canister was being fired into them like rain. I lost, killed, Crawford J. Hill, fireman, and buried him at Craven's landing; Madison M. Hill, quarter gunner, and John N. Matthews, quartermaster, severely wounded. These I have sent to Smith's and to their homes.

Too much credit cannot be awarded to the men who manned the battery. They did their duty faithfully.

I am, sir, very respectfully, your obedient servant,

W. C. HANFORD,
Commanding Robb.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Respectfully forwarded. Mr. Hanford has proved himself to be a most faithful officer on all occasions.

DAVID D. PORTER,
Acting Rear-Admiral.

ATTACK ON BLACK TROOPS AT GOODRICH'S LANDING, &c.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, July 2, 1863.

SIR: On the 29th of June I received a communication from General Dennis, commanding the post at Young's Point, informing me that our black troops at Goodrich's landing had been attacked, and the rebels were getting the upper hand of them. I had already despatched a gunboat to that point, but sent off another without delay. I also directed General Ellet to proceed with the marine brigade to the scene of action, and remain there until everything was quiet.

The headmost vessel of the brigade (John Rains's) arrived there as the rebels were setting fire to the so-called government plantation, and supposing her to be an ordinary transport they opened fire on her with field-pieces, but were much surprised to have the fire returned with shrapnell, which fell in among them, killing and wounding a number. The result was a retreat on the part of the rebels, and the escape of a number of negroes whom they had imprisoned.

The gunboat Romeo also came from up the river about this time, and hearing the firing, hurried to the scene of action. The commander soon discovered the rebels setting fire to the plantation, and commenced shelling them. This he kept up for a distance of fifteen miles, chasing them along the river banks, the rebels setting fire to everything as they went along. The result was an almost total destruction of houses and property along the river front in that vicinity. The rebels carried off about 1,200 negroes who were employed working on the so-called government plantation.

* * * * * * * * *

General Ellet landed his forces, and, in company with a black brigade, proceeded to chase the rebels, who were making a hasty retreat when they found there was a force after them. It was no part of their system to fight; they only came to plunder and carry off the negroes. General Ellet found the road strewn with broken carts and furniture, which the rebels left in their haste to get away from our forces. He pursued them as far as Tensas river, where they had crossed, burnt the bridges, and entrenched themselves for a battle. This was soon offered them, and our artillery opened on them and soon put them to flight, notwithstanding it was reported that they had twenty field-pieces.

General Ellet not knowing the country very well, and having only a small force with him, deemed it proper not to pursue the rebels much further. He sent two hundred infantry across the bayou, and found that the rebels were retreating to Delhi, leaving all their plunder—splendid furniture, pianos, pictures, &c.—strewn along the road.

The unexpected re-enforcement of the brigade, and the gunboats, saved the whole of the black troops.

It is only a temporary peace, though, for as long as the blacks remain in such small force, so long will they be an object of attack.

The party who made this attack on the so-called government plantations are the same that attacked Milliken's Bend some short time since; they are a half-starved, half-naked set, and are in hopes of capturing some of the transports with clothing and provisions. They have not done so yet, and I think the precautions I have taken will prevent their doing so at any time.

* * * * * * * * *

The siege of Vicksburg progresses as usual, the weather being so hot that little can be done between 9 a. m. and 4 p. m. The mortars are kept going constantly night and day, and the gunboats below the city co-operate with the army on shore, (General Herron's division,) and generally succeed in silencing the batteries. I am also placing nine, ten, and 100-pounder guns on scows, and have stationed them at the point nearest Vicksburg. They obliged the rebels to withdraw some troublesome guns from the fort which sunk the Cincinnati, and commanded every point in and about the city.

We have to be sparing with our ammunition, as the army depend upon us entirely for supplies for the heavy siege guns. I have landed from the gunboats, for the use of the army in the rear of Vicksburg, five 8-inch guns, two 9-inch guns, two 42-pounder rifles, four 32-pounder smooth-bores, besides the Cincinnati's guns, which are being mounted on shore by Colonel Woods, of General Sherman's division.

Whenever I could do so without impairing the efficiency of the vessels, I sent officers and crews with the guns. I have also supplied the carriages and ammunition wanted for the heavy guns captured from the enemy at Haines's Bluff, which place the army have strongly fortified inland.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Rear-Admiral Porter enclosing Brigadier General Ellet's report.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 8, 1863.

SIR: I have the honor to enclose Brigadier General Ellet's report of the operations of the marine brigade at Goodrich's landing and vicinity on the 30th ultimo.

I have the honor to remain, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Brigadier General A. W. Ellet, commanding marine brigade.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flag-Ship Autocrat, above Vicksburg, July 3, 1863.

ADMIRAL: I have the honor to report that, in accordance with your instructions, I proceeded without delay, on the evening of the 29th June, to Goodrich's landing with my whole available command. I found the troops at that point all under arms, and could plainly see the evidence of the enemy's operations in the burning mansions, cotton gins, and negro quarters, as far as the eye could reach. It was 2 o'clock, on the morning of the 30th June, when I reached the scene of operations. I at once ordered the entire force to disembark, infantry, artillery, and cavalry, and at daylight started in search of the enemy, Colonel Wood, commanding the negro troops, accompanying me with his whole force. About five miles out we reached Colonel Wood's outposts, where the night before two companies of negro troops with their officers had been surrounded and captured after a spirited resistance and considerable loss to the enemy. From this point I started the cavalry in advance to push the retreating enemy, and, if possible, hold them until the main body could be brought up forward. They overtook the enemy resting on the opposite side of the Bayou Tensas, and immediately engaged him, and held him in check till I arrived with the main body. The enemy had shown a large force of cavalry and several pieces of artillery. He endeavored to cross the bayou with one regiment of cavalry and turn my right flank, which movement was promptly met by our advance line of skirmishers, who repulsed the enemy handsomely. At the same time my artillery opened upon him with effect, and he retreated precipitately, having piled all the bridge flooring together and burned it to prevent our crossing. I crossed three companies on the sleepers, who followed the line of retreat for near two miles. They found the road strewn with abandoned booty stolen from the houses they had burned; among other articles, a very fine piano.

Three of the enemy's dead were found on the field, and some thirty stand of small-arms picked up. The enemy was undoubtedly, from information subsequently obtained, more than double our strength, and were provided with artillery and cavalry, but they were evidently not inclined to make a standing fight, their main object being to secure the negroes taken from the plantations along the river, some hundreds of whom they had captured. In passing by the negro quarters, on three of the burning plantations, we were shocked by the sight of the charred remains of human beings who had been burned in the general conflagration. No doubt they were the sick negroes whom the unscrupulous enemy were too indifferent to remove.

I witnessed five such spectacles myself in passing the remains of those plantations that lay in our line of march, and do not doubt there were many others on the twenty or more plantations that I did not visit, which were burned in like manner.

Our loss in the engagement was, Captain Wright, Co. D, cavalry, mortally wounded, (since dead,) and two negroes of Colonel Wood's, slightly wounded.

The day was intensely hot. I returned to the boat by slow marches, having marched the entire command nearly twenty-five miles without food, and almost without water.

Of course, the increase of sickness has been very great; over one hundred cases had to be removed to the hospital the following day, and many more are still suffering from the effects of such severe labor.

The steamer Raino, of my brigade, under command of Major Hubbard, arrived at Goodrich's landing a few hours in advance of us. As she passed a point two miles below Lake Providence, the enemy drew up in line of battle and fired a couple of shots from their howitzers at her. The Raino immediately replied from her two twelve-pounder brass guns, and the enemy fled in great haste.

Major Hubbard immediately landed in pursuit. He found three dead rebels, killed by his shells, gathered up twenty-six stand of small-arms, and rescued some hundreds of captured negroes.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Commanding Mississippi Marine Brigade.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

REBEL ATTACK ON HELENA, ARKANSAS.—CO-OPERATION OF THE GUNBOATS.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 9, 1863.

SIR: On the 21st of June I received intimation from various sources, spies' deserters, &c., that the rebel General Price was moving from Arkansas towards the Mississippi river, with a large force in three columns, and a quantity of heavy artillery, for the purpose of seizing on some point on the river, cut off our transports, and relieve Vicksburg. I immediately made the proper dispositions to meet the rebels at such points as I knew to be assailable, and Helena being a desirable point for the rebels to get possession of, I sent what I considered a sufficient force to that vicinity. The Bragg, Tyler, and Hastings were the vessels detailed. General Prentiss had, however, no apprehension of an attack.

The Bragg remained there, while the other two cruised in the vicinity. On the 1st or 2d of July Lieutenant Commander Phelps, whom I had put in charge of the upper river, sent the Tyler back to Helena, anticipating an attack there. When Lieutenant Commander Pritchett arrived, General Prentiss had received notice of the advance of General Price on Helena, with 15,000 men. Having only 3,500 men, he made the best disposition for the attack that he could make under the circumstances. The rebels attacked the outworks of our troops on July 4 with their whole force, and as the works were slight, succeeded in driving in the small force opposed to them, getting possession of a small fort and four light guns. Proceeding on and overpowering our weak outposts, the rebels succeeded in reaching the crest of the hill which commanded the town of Helena, and would likely have obtained possession of it, but the gunboat Tyler

opened on them with her heavy battery of shell guns at easy range, and cut them up very badly, while two thirty-pounders on the hill, manned by the troops, also opened a cross fire on them, and between the gunboat and small fort the enemy were cut to pieces. Many of them threw down their arms and fled in a panic. The troops under General Prentiss behaved bravely and fought most gallantly. They charged the discomfited mass of the rebels with the bayonet while the Tyler was mowing down the retreating mob with shrapnell and shell, and the victory was ours. The garrison pursued and captured over nine hundred men as prisoners, and I am informed that quite one thousand five hundred were killed and wounded—nearly as many as composed our garrison at Helena.

This has been one of the most signal defeats the enemy have met with for some time. Lieutenant Commander Pritchett deserves great credit for the share he took in the fight; the effective manner in which he delivered his fire, and the position he took, enabled him to check the enemy when they were very certain in their own mind of getting possession of Helena.

This affair will likely break up Price's army, and he is now retreating towards Alexandria. In the morning I shall send a strong force of gunboats up the Red river to ascend the Tensas and Washita, in hopes of intercepting him and his command. He has eleven transports up the Tensas, which I am pretty sure of disabling.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander J. M. Pritchett.

UNITED STATES GUNBOAT TYLER,
Helena, Arkansas, July 6, 1863.

SIR: I have the honor to report that General Holmes attacked this place on the morning of the 4th instant, with about 18,000 men, between the hours of 4 and 5 a. m., and after eight hours' hard fighting we repulsed the enemy with a loss of nearly three thousand men killed and wounded, and prisoners; we have already shipped to Memphis, Tennessee, between eight hundred and nine hundred prisoners.

General Prentiss has now between four hundred and five hundred of the enemy's wounded, found on the field, and they are still coming in.

I am informed by the officers of the army that, had it not been for the assistance rendered by this vessel, the town would have been captured.

It affords me great pleasure to state that my officers and crew conducted themselves in the most creditable manner.

Very respectfully, your obedient servant,

JAS. M. PRITCHETT,
Lieutenant Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

ADDITIONAL PARTICULARS OF THE ATTACK ON HELENA.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 11, 1863.

SIR: I have the honor to enclose you a full report of the late affair at Helena, where the gunboat Tyler saved the day, and enabled our little band of soldiers to capture a number of the enemy.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander S. S. Phelps.

UNITED STATES IRON-CLAD RAM EASTPORT,
Helena, Arkansas, July 8, 1863.

SIR: General Holmes, with a reported force of eighteen thousand rebels, attacked this place at daylight on the morning of the 4th instant, and was repulsed after a hard-contested fight of several hours' duration.

The enemy attacked the centre of the defences and carried the rifle-pits and a battery upon the crest of the hills in the rear, which commanded not only Helena itself, but also all the other defensive works, including Fort Curtis. After possessing himself of that position he pushed large forces down the slope of the ridge into the gorges, and his sharpshooters began the work of driving the artillerists from the guns in the main fort. Rebel guns, both above and below the town, had been planted upon commanding positions, and opened fire upon the line of defensive works across the river bottom, about one thousand yards in width, and his troops were in force near them to secure the advantages the capture of the works upon the hills would offer for closing upon the town from both directions along the river bottom. The Tyler had been covering the approach by the old town road; but Captain Pritchett discovered the enemy pressing down the hill-side after the capture of the battery in the centre, and took up such a position that, while his broadside guns poured a destructive fire upon the slopes and enfiladed the ravines, his stern guns effectually silenced the rebel battery below, and his bow guns played simultaneously upon the upper one. The slaughter of the enemy at this time was terrible, and all unite in describing the horrors of that hill-side and the ravines after the battle as baffling description, the killed being literally torn to pieces by shell, and the avenging fire of the gunboat pursued the enemy two or three miles to his reserve forces, creating a panic there which added not a little to the end of victory.

The enemy's loss is very heavy. Our forces have buried three hundred and eighty of his killed, and many places have been found where he had himself buried his dead. His wounded number eleven hundred, and the prisoners are also eleven hundred. Our cavalry forces are hourly discovering dead and wounded in the surrounding country, and are bringing in stragglers and deserters. Boats passing up the river for two days after the battle were continually hailed by deserters from the rebel ranks wishing to get on board to escape.

An examination of the field and the reports I hear convince me that the Tyler contributed greatly to the defeat of the enemy, and the terrible slaughter in his ranks is largely hers. It is due to Captain Pritchett to add that he took up an

admirable position, and used his battery in a manner alike creditable to himself and to his officers and men.

First at Belmont, then at Pittsburg Landing, and now here, the Tyler has been of inestimable value, and has saved the fortunes of the day. The garrison, numbering but three thousand three hundred men, with lines entirely too extensive for such a force, evidently fought with a courage and determination without superior example in this war.

Our loss in killed and wounded is about one hundred and eighty.

I am, respectfully, your obedient servant,

S. L. PHELPS, *Lieut. Com'dr,*
Commanding Second Division Mississippi Squadron.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major General Prentiss, complimenting Lieut. Com'dr Pritchett.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, Arkansas, July 9, 1863.

ADMIRAL: I take pleasure in transmitting to you my testimony concerning the valuable assistance rendered me during the battle at this place on the 4th instant by Lieutenant Commander James M. Pritchett, of the gunboat Tyler. I assure you, sir, that he not only acquitted himself with honor and distinction during the engagement proper, but with a zeal and patience as rare as they are commendable. When informed of the probabilities of an attack on this place he lost no time and spared no labor to make himself thoroughly acquainted with the topography of the surrounding country; and I attribute not a little of our success in the late battle to his full knowledge of the situation, and his skill in adapting the means within his command to the end to be obtained. Nor can I refrain from mentioning that after the engagement, and while we were expecting a renewal of the attack, Commander Pritchett, commanding a division of your fleet, was unusually efficient in procuring timely re-enforcements.

Permit me to add, sir, that I can conceive of no case wherein promotion would be more worthily bestowed than in the case of Commander Pritchett, and it will afford me much pleasure to learn that his services have received a proper reward. I write this communication, sir, quite unsolicited, and without the knowledge of Commander Pritchett.

I have the honor to be, sir, with much respect, your obedient servant,

B. M. PRENTISS, *Major General.*

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Congratulatory letter to Lieutenant Commander James M. Pritchett.

NAVY DEPARTMENT, *July* 27, 1863.

SIR: I have received from Rear-Admiral Porter the reports of your successful co-operation with the army in repelling an attack of a much superior rebel force upon the troops of General Prentiss at Helena, Arkansas, on the 4th instant.

Your prompt action on the occasion deserves and receives the unqualified approbation of the department. Rear-Admiral Porter and General Prentiss compliment you in terms of great praise for your skill and the effective manage-

ment of the guns of the Tyler, which were served with such disastrous and signal effect upon the ranks of the enemy.

It is no reflection upon the troops of General Prentiss, who are represented to have fought with determined gallantry and bravery against overwhelming numbers, to say that they were saved, in all probability, from serious disaster by the valuable assistance rendered by the Tyler, under your command.

Accept the department's congratulations for yourself and the officers and men under your command, for your glorious achievement, which adds another to the host of brilliant successes of our navy and army on the anniversary of our national independence.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Lieut. Com'dr JAMES M. PRITCHETT, U. S. N.,
Com'dg U. S. Gunboat Tyler, Mississippi Squadron.

NAVAL AND MILITARY EXPEDITION TO YAZOO CITY.—ENGAGEMENT WITH BATTERIES.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 14, 1863.

SIR: Hearing that General Johnson was fortifying Yazoo City with heavy guns, and gathering troops there for the purpose of obtaining supplies for his army from the Yazoo country; also that the remainder of the enemy's best transports were there, showing a possibility of his attempt to escape, Major General Grant and myself determined to send a naval and military expedition up there to capture them. The Baron De Kalb, New National, Kenwood, and Signal were despatched, under command of Lieutenant Commander John G. Walker, with a force of troops, numbering five thousand, under Major General Frank J. Herron.

Pushing up to the city, the Baron De Kalb engaged the batteries, which were all prepared to receive her, and after finding out their strength, dropped back to notify General Herron, who immediately landed his men, and the army and navy made a combined attack on the enemy's works. The rebels soon fled, leaving everything in our possession, and set fire to four of their finest steamers, that ran on the Mississippi river in times past.

The army pursued the enemy and captured their rear guard of 260 men, and at last accounts were taking more prisoners. Six (6) heavy guns and one vessel, formerly a gunboat, fell into our hands, and all the munitions of war. Unfortunately, while the Baron De Kalb was moving slowly along she run foul of a torpedo, which exploded and sunk her. There was no sign of anything of the kind to be seen. While she was going down another exploded under her stern. The water is rising fast in the Yazoo, and we can do nothing more than get the guns out of her and then get her into deep water, where she will be undisturbed until we are able to raise her.

But for the blowing up of the Baron De Kalb, it would have been a good move. We have generally obtained information of torpedoes from negroes and deserters, but heard nothing of this. Many of the crew were bruised by the concussion, which was severe, but no lives were lost. The officers and men lost everything. She went down in fifteen minutes. We must have her up again as soon as possible. We have much to contend with in these narrow rivers, and cannot guard against these hidden dangers while an enemy's flag floats. The usual lookout was kept for torpedoes, but this is some new invention of

the enemy, which we will guard against hereafter. An attempt was made by the perpetrator, late Lieutenant Isaac N. Brown, to plant torpedoes once before, but the people of Yazoo City threatened to hang him if he did so. We felt sure they would not permit it on this occasion.

While a rebel flag floats anywhere, the gunboats must follow it up. The officers and men risk their lives fearlessly on these occasions, and I hope the department will not take too seriously the accidents which happen to the vessels, when it is impossible to avoid them.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

EXPEDITION INTO RED RIVER REGION.—CAPTURE OF STEAMERS.

UNITED STATES MISSISSIPPI SQUADRON,

Flag-Ship Black Hawk, off Vicksburg, July 18, 1863.

SIR: I have the honor to inform you that the expedition I sent into the Red river region proved very successful. Ascending the Black and Tensas rivers, (running parallel with the Mississippi,) Lieutenant Commanding Selfridge made the head of navigation—Tensas lake and Bayou Macon, thirty miles above Vicksburg, and within five or six miles of the Mississippi river.

The enemy were taken completely by surprise, not expecting such a force in such a quarter. The rebels that have ascended to that region will be obliged to move further back from the river, if not to go away altogether. Lieutenant Commanding Selfridge divided his forces on finding that the transports which had been carrying stores to Walker's army had escaped up some of the narrow streams. He sent the Manitou and Rattler up the Little Red river, (a small tributary of the Black,) and the Forest Rose and Petrel up the Tensas. The night was dark, and it was raining very hard, and the Manitou and Rattler succeeded in capturing the rebel steamer Louisville, one of the largest and perhaps the best steamers now in the western waters. Up the Tensas, or one of its tributaries, the Forest Rose and Petrel captured the steamer Elmira, loaded with stores, sugar, and rum for the rebel army.

Finding that the steamers which had conveyed General Walker's army had returned up the Washita, the expedition started up that river, and came suddenly upon two rebel steamers; but the rebels set them on fire, and they were consumed so rapidly that their names could not be ascertained. One steamer loaded with ammunition escaped above the fort at Harrisonburg, which is a very strong work, and unassailable with wooden gunboats. It is on an elevation over one hundred feet high, which elevation covers what water batteries of heavy guns there are.

Lieutenant Commander Selfridge was fortunate enough, however, to hear of a large quantity of ammunition that had lately been hauled from Natchez and deposited near Trinity, (nearly due west of Natchez,) and from whence stores, provisions, cattle, guns, and ammunition are transported. He captured fifteen thousand rounds of smooth-bore ammunition, one thousand rounds of Enfield rifle and two hundred and twenty-four rounds of fixed ammunition for guns, a rifle thirty-pounder Parrott gun-carriage, fifty-two hogsheads of sugar, ten puncheons of rum, nine barrels flour, fifty barrels salt, all belonging to the confederate government.

At the same time he heard of a large amount of ammunition that had started

from Natchez for Trinity, and was lying in wagons on the road half way across. He despatched a boat around to inform me of it, but General Ransom, who had landed a few days before at Natchez, hearing of it, also sent a detachment of cavalry and captured the whole. Thus Walker's army is left almost without ammunition.

The officers and men have shown great energy on this expedition, and have met with no mishaps. They procured a good deal of information by which future movements will be regulated.

The people in the whole of that section are very hostile to the government—rank rebels.

I have the honor to be, &c.,

DAVID D. PORTER,
Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

DESTRUCTION OF STEAM FOUNDRY IN VICKSBURG.

UNITED STATES MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, off Vicksburg, July 20, 1863.

SIR: I forwarded by last mail, which should have been accompanied with this letter, a report of General Ellet in relation to a battery of small guns placed opposite Vicksburg, which is said to have annoyed the enemy very much. I think I can approve all that General Ellet has said in relation to the officer in charge of it. It certainly stopped the work in the foundry and prevented the rebels from casting cannon balls, at which they were busily engaged.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Brigadier General Ellet.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flag-Ship Autocrat, Young's Point, July 9, 1863.

ADMIRAL: I have the honor to enclose a report from Captain Groshon respecting the operations of the 20-pounder Parrott gun placed on the point opposite Vicksburg by my order, and worked by himself, for the purpose of destroying the steam foundry operating in that city.

I am glad to be able to inform you that the gun accomplished all for which it was intended. The work at the foundry was stopped, the boiler having been exploded by a shot, and considerable damage was done to that and other buildings.

I cannot refrain, in this connexion, from calling your attention to the merit of this undertaking. To erect a battery in the very face of such frowning forts as protected the river front of Vicksburg; to fire it continually for the space of ten days, in open view, in defiance of the concentrated discharge of all the enemy's guns, and this without the slightest injury to a single person engaged, and with the most complete results as to the object for which it was intended, renders those worthy of special mention who so faithfully discharged that duty. The fort was erected and the gun put in position by Lieutenant Colonel George

E. Currie, aided by First Master Samuel Herricks, with the soldiers from the Lieutenant Adams, of this command. The gun was commanded and sighted by Captain Groshon in person.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier General, Com'dg Mississippi Marine Brigade.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Respectfully forwarded.

D. D. PORTER.

Report of Captain Thomas C. Groshon, of the Marine Brigade.

HEADQUARTERS FORT ADAMS, *July* 5, 1863.

SIR: In compliance with your request, I submit the following report:

Your order to Lieutenant Colonel George E. Currie to plant the 20-pounder Parrott gun (belonging to United States steamer B. J. Adams) on the point opposite the foundry in Vicksburg, to reduce said foundry, was commenced on the night of the 19th of June. As soon as it was sufficiently dark Lieutenant Colonel Currie, in company with Captain O. F. Brown, 1st battalion cavalry, Mississippi marine brigade; Captain Hews, company C; Captain Fishers, company E; companies F and K, 1st infantry, Mississippi marine brigade, repaired to the place selected by him to plant the gun. After four days' and nights' hard work, with the assistance of Masters Hendricks and Malbon, of the Autocrat and Adams, we succeeded in building a casemated fort within a mile of the city of Vicksburg, on the opposite side of the river, covering it with one thickness of railroad iron, deeming it sufficient protection for both men and gun.

On the morning of the 23d of June, at 9 o'clock, I opened fire on the city—fired five rounds. The enemy responded promptly 77 rounds, from five different guns—32, 64, and 128-pounders. Although there was no damage done to the fort, it was thought best to strengthen the work by adding one more thickness of railroad iron, which made it sufficiently strong to withstand the heaviest imaginable fire.

On the 24th I fired seven rounds; the enemy returned seventy-eight rounds. The fort was struck once, but the majority of the shots were too high. These shots came principally from the 128-pounders; no damage done yet. I fired twenty rounds on the 25th, all of which were directed at the foundry and machine shop, the effects of which accomplished the desired object. The enemy returned but six rounds, doing no damage whatever. On the 26th I fired eight rounds at different buildings in the city. The enemy returned thirteen rounds; no damage done. On the 27th I fired twenty-eight rounds. This day I suppose the shots had but little or no effect, or else the enemy thought it impossible to silence the gun, as they did not return the fire at all. On the 28th I fired seven rounds, the enemy returning sixty-four rounds. They had by this time got perfect range of the fort, and struck it three times during the day's firing. The damage done was but slight, and easily repaired. I fired but two rounds on the 29th, the enemy returning fifteen rounds. They still kept the range, and seemed to strike the fort at their pleasure. Four shots struck the fort, doing no damage to it, but the shots cut in pieces railroad iron and ties that were lying in front and on the top of the fort; also tearing up the ground in every direction, rendering it unsafe for the men to venture outside of the fort, as it appeared the enemy could see all our movements, and would fire the

moment a man exposed himself outside. No material damage was sustained. I did no firing on the 30th of June and 1st of July, as the fleet moved up the river to Goodrich's landing, and took part in an engagement near that place. On the 2d I fired seven rounds. The enemy made no reply. The 3d, and last day, I fired fourteen rounds, six of which I directed at sky-parlor, (which was used by the enemy for a lookout.) They did not seem to like it, and tried their best to silence the gun by firing ninety shots at the fort, six of which struck it, knocking off railroad ties and tearing up the ground on top of and around the fort. No damage done to the fort whatever. At 6 o'clock p. m. orders came to cease firing, as the city was about to be surrendered.

Before concluding this report, I would say great credit is due to both officers and men of the companies herein mentioned for the work done, and the spirit manifested in the building of the fort. Since the surrender of the city I have learned from the foreman of the foundry that fourteen shots struck the foundry and machine shop, two of which penetrated the boilers, rendering them useless for further operation. The machine shop was also badly damaged by the shots. The six shots thrown at the sky-parlor had good effect, killing two men, and doing considerable damage otherwise.

I am, sir, very respectfully, your most obedient servant,

THOMAS C. GROSHON,

Captain Co. F, 1st Infantry, M. M. B., Com'dg Fort Adams.

Brigadier General A. W. ELLET,

Commanding Mississippi Marine Brigade.

LOSS OF THE UNITED STATES STEAMER BARON DE KALB.

U. S. MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,

Off Vicksburg, July 22, 1863.

SIR: I had the honor to inform you of the blowing up of the Baron De Kalb by a hidden torpedo, seventeen having been planted in the river, without wires attached to them. The water having risen two or three feet during the night, enabled all the vessels but the De Kalb to pass over them.

I am not sure that we shall be able to raise the De Kalb, as she sunk in twenty (20) feet of water, and we cannot yet ascertain the injuries, but every effort will be made. I ordered her guns, and every article that could be got, to be removed, and this duty was performed under the most difficult circumstances; every gun and carriage was saved undamaged; also everything else of value.

Officers and men vied with each other in endeavoring to save the guns and stores; the work had all to be performed in fifteen to twenty feet of water, and the officers set the example in diving down to make fast to the gun-carriages; all the small arms were saved in the same way; also the paymaster's books and government funds.

We are somewhat compensated for the loss of the De Kalb by the handsome results of this expedition. Five of the largest and best boats that ever run on this river were destroyed by the rebels to prevent their falling into our hands; they were burnt entirely up, and one smaller one was captured. The rebels sustained a great loss in these boats; any one of them could have been converted into a powerful ram or gunboat, and the loss of them breaks up their chances of transporting troops.

Besides the destruction above mentioned, the combined forces captured five (5) heavy guns, and a lighter one, and all the ammunition and stores of the enemy. The rebels cannot afford to lose all this material of war; it frees the Yazoo river of rebel troops.

As the people of Yazoo City did not take the trouble to warn us of the existence of torpedoes after the enemy fled, which they had an opportunity of doing, three thousand bales of cotton were seized, by General Herron, to pay for the gunboat that was lost through their treachery. The loss to the enemy in this expedition has been all the guns left on Yazoo river, eight hundred thousand dollars worth of steamers, five hundred and fifty thousand dollars worth of cotton, and as much more in other stores necessary for the maintenance of an army. The officers and men composing the naval part of this expedition have lost no reputation on account of the sinking of the De Kalb, but have exhibited a perseverance and attention to duty worthy of the highest praise; their labors in recovering their guns and stores will not be surpassed by any one on any other occasion.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Expedition to recover the Baron de Kalb.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Cairo, August 23, 1863.

SIR: In the last expedition I sent up the Yazoo to recover the Baron De Kalb, it was ascertained that she was too much damaged to save her hull, two torpedoes having exploded under her, tearing her bow and stern all to pieces.

Her guns and stores were saved, (with the exception of her provisions,) and part of her machinery taken off. The water was falling so rapidly that the gunboats were obliged to return precipitately from the river, to escape being kept up there the rest of the season.

The iron and all other portions of the hull, were removed, to prevent it being of use to the enemy, in case he should return to those parts, which is not likely. I find that our visits to the Yazoo river cost the rebels more than I at first supposed.

Captain Walker received information to be relied on, that, besides the five large steamers destroyed at or near the city of Yazoo, Isaac N. Brown, late lieutenant in the United States navy, in a panic, and for fear they would fall into our hands, set fire to and sunk fourteen others, among them nine large ones, the machinery of which was intended to be sent to Selma, for the gunboats building at that place. This makes fourteen steamers lost to the enemy on the last visit, and eight on the second. Confirmatory of this, I enclose an extract from a rebel paper.

There are no more steamers on the Yazoo; the large fleet that sought refuge there, as the safest place in rebeldom, have all been destroyed.

I hear to-day that Lieutenant Commander Bache has captured two rebel steamers in White river, loaded with stores—all the steamers that were up there. I have received no official report of the transaction as yet.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ENGAGEMENT AT PROVIDENCE.

UNITED STATES GUNBOAT MOUND CITY,
Lake Providence, August 9, 1863.

SIR: The last of General Read's brigade left this place on the 7th instant. Yesterday morning the notorious John McNail, captain C. S. A., and commanding some seventy men, made a raid into Providence for the purpose of stealing mules and negroes, a large number of the latter having congregated there during its occupation by the army. As soon as he made his appearance on the levee I opened on him with the port battery, when he fled to the woods in great confusion, leaving seven dead on the fields back of Providence, and I doubt not many more wounded. I do not think that he will again trouble the banks near here.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

RAISING OF THE CINCINNATI.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Cairo, August 16, 1863.

SIR: I had the pleasure of seeing the Cincinnati afloat before I left Vicksburg. We raised her with the means we had at hand without any expense. I gave Acting Volunteer Lieutenant James F. Richardson charge of the duty. He worked night and day for a week, and was rewarded for his labor by his success. He fairly dug her out of the mud, for she was full inside from her keel to her upper deck. She was much cut up, the shot going through and through her, but we will soon have her ready for service again. May I venture to ask that the department will notice Volunteer Lieutenant Richardson's zeal? Every article in the Cincinnati was saved.

I am visiting the different stations on the river as far as this place, and shall return as soon as possible below, where arrangements are being made to drive the rebels away from Louisiana.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MORGAN'S RAID INTO INDIANA.—SERVICES OF THE GUNBOATS UNDER LIEUTENANT COMMANDER LE ROY FITCH.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Cairo, August 18, 1863.

SIR: I have the honor to enclose herewith report of Lieutenant Commander Le Roy Fitch in regard to the late Morgan raid in Indiana.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Buffington Island, July 19, 1863.

SIR: I have the honor to state that, since my last reports regarding Morgan, I have followed on up the river, keeping on his right. In some instances I was compelled to get out warps to get over the falls, shoals, and swift water, but I had determined to cut him off at all hazards.

This morning I had the good fortune to intercept him just above this island, making for the river and attempting to ford. I at once engaged him, drove him from the banks, and captured two pieces of his artillery, a portion of his baggage train, horses, small arms, &c. During this time General Judah was pressing on his rear.

He did not engage us over an hour when his forces broke in the utmost confusion, throwing away their arms and clothing and taking to the hills; a portion, however, moved up along the bank in hasty retreat, but I followed them so closely that they soon broke and disappeared up the ravines and over the hills. In this column moving up along the bank were several buggies and carriages, which were abandoned to us. One of the carriages, in which Morgan was said to be riding, was upset by one of our shells and both horses disabled. The road along the bank was literally strewn with his plunder, such as cloth, boots, shoes, small arms, and the like, but I had not time to land and take possession of these things, as I wished to keep on up the river with the remnant of his scattered band, knowing that General Judah would look out for those left in the rear. About fifteen miles above this point I again fell in with another portion of his forces fording. The current was so very swift and the channel so narrow that it was some time before I could get within range of them. As soon as possible I opened fire on them, killing two and causing many of the horses to leave their riders in the water. Some had already got across, but many put back and again took up the river.

It was reported afterwards that some twenty-five or thirty were drowned. I left standing on both banks some fifteen or twenty horses without riders, but had not time to stop for them. Pushing on up the river, I again saw another squad of some twenty-five or thirty crossing, but could not, in consequence of very shoal and swift water, get within range of them till they had crossed.

Having reached as high as it was safe for me to venture at this stage of water, and the river still falling, I dropped down below Buffington island, where I will remain till morning, and then proceed below Leertast Falls.

Although I could get but two vessels (the Moose and Alleghany Belle) in the engagement to-day, owing to the numerous shoals and shape of the river, yet I can testify to the energetic, prompt, and efficient part the officers and crews of the steamers Reindeer, Naumkey, Victory, and Springfield took in the chase.

The officers and crew of this vessel and the Alleghany Belle acted in the most commendable manner, and although many of them had never before been under fire, they did their duty well.

I know not the number of killed, wounded, and prisoners, but am told the enemy suffered severely, and that nearly the entire force was captured.

Very respectfully, your obedient servant,

LE ROY FITCH, *Lieut. Com'dr.*

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Complimentary letters from Generals Burnside and Cox.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
August 10, 1863.

SIR: I have the honor to enclose herewith copies of telegrams received from Generals Burnside and Cox in relation to the operations of the gunboats under command of Lieutenant Commander Le Roy Fitch.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CINCINNATI, *July* 31, 1863.

SIR: It affords me great pleasure to bear testimony to the efficient services performed by the gunboats of the Upper Ohio squadron, under the command of Lieutenant Commander Le Roy Fitch, in the pursuit of the rebels under John H. Morgan. Too much praise cannot be awarded the naval department at this place for the promptness and energy manifested in this movement. I would also gladly bear testimony to the faultless and efficient services of Acting Master A. H. Bowen, whose hearty and energetic co-operation in this pursuit, and, in fact, every movement of his connected with the navy since I first assumed command of this department, has been attended with most beneficial results. The brilliant success which has attended the joint operations of the army and navy in this movement, gives abundant evidence of the good feeling between these two efficient arms of the service, and promises much for the future success of all such operations.

I am, very respectfully, your obedient servant,

A. E. BURNSIDE, *Major General.*

Rear-Admiral PORTER,
Commanding Mississippi Fleet.

CINCINNATI, *Ohio, July* 31, 1863.

SIR: I take pleasure in stating officially the high appreciation I have of the services of the gunboats of the Upper Ohio squadron, commanded by Lieutenant Le Roy Fitch, during the late operations against the force of the rebel General Morgan. The activity and energy with which the squadron was used to prevent the enemy recrossing the Ohio, and to assist in his capture, were worthy of the highest praise. I also am glad to have the opportunity of acknowledging the valuable services rendered by Acting Master A. H. Bowen, in charge of the naval rendezvous here, whose zeal in every work which could make the navy efficient in its co-operation with our troops, has been most beneficial to the united services. The mutual good understanding thus shown promises much for the success of all future joint operations.

Very respectfully, your obedient servant,

J. D. COX, *Brigadier General.*

Rear-Admiral PORTER,
Commanding Mississippi Squadron.

Congratulatory letter to Lieutenant Commander Le Roy Fitch.

NAVY DEPARTMENT, *July* 27, 1863.

SIR: Since your attachment to the Mississippi squadron, it has been gratifying to the department to observe the commendable zeal, as shown by reports to it, displayed by you in the execution of the duties with which you were intrusted.

In affording convoy on the Tennessee and Cumberland rivers, in punishing and dispersing the guerilla bands which infested the banks of those streams, and in your timely and important assistance to the garrison at Fort Donelson, when attacked on the 3d of February last, by the rebels under General Wheeler and others, you have acted with promptness and reflected credit on the naval service.

Your recent pursuit of the flying guerilla Morgan—following him upwards of five hundred miles, intercepting him and frustrating him in his attempt to recross the Ohio, capturing his train, a portion of his guns, and routing his band, all of which materially crippled his strength, and led to his final capture, gives additional evidence of your zeal and ability, and reflects additional credit on the service and yourself.

The department takes pleasure in expressing its appreciation of your meritorious services, and thanks you and those under your command for your many blows to the rebellion and active measures for the perpetuation of the Union.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Lieut. Com'dr LE ROY FITCH, U. S. N.,
Com'dg U. S. Steamer Moose, Mississippi Squadron.

EXPEDITION UP WHITE RIVER, UNDER LIEUTENANT COMMANDER G. M. BACHE.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Cairo, August 24, 1863.

SIR: I have the honor to enclose a report of Lieutenant Bache in relation to the White river expedition. The report is interesting, showing the condition of affairs in that region of country, where the rebels must have been much surprised to see our gunboats. Lieutenant Bache also sends notice that Lieutenant Dunnington (captured in command of Arkansas Post) is fitting out, at Little Rock, the Pontchartrain, the last ram the rebels have in these waters. I shall be glad to see her this side of the shoals that have prevented us from reaching her heretofore,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander G. M. Bache.

UNITED STATES STEAMER LEXINGTON,
Clarendon, August 16, 1863.

SIR: I have the honor to report my arrival at this point yesterday, after an entirely successful expedition of three days with this boat, the Cricket, and Marmora.

At Des Arc, our first stopping place, we burnt a large warehouse filled with confederate corn, meal, &c., destroyed the telegraph for nearly half a mile, and obtained some information that we wanted from the citizens, three of whom I seized and brought down to General Davidson.

The second morning, having arrived off the mouth of Little Red river, a narrow and tortuous tributary of the White, I sent the Cricket up after the steamers Tom Gregg [suggs] and Kaskaskia, (which I had reason to believe were hid up there,) while with the Marmora and this vessel proceeded on to Augusta, thirty miles further, and seventy-five miles from Jacksonport.

Here my information as to the rebel army was confirmed, and one object of the expedition accomplished. The grand southern army was concentrating at Brownsville, intending to make their line of defence on Bayou mountains. Price was there, and Kirby Smith in Little Rock; Marmaduke had recrossed the White some days before, and was then crossing Little Red. Having received this information, I pushed down stream again, and, leaving the Marmora off the mouth, went up the Little Red with the Lexington. When about twenty-five miles up, and nearly as high as we could go, we met the Cricket with her two prizes, which she had captured at Scurcy, fifteen miles further on. She also destroyed there Marmaduke's pontoon bridge, leaving a portion of his brigade on the other side of the stream. When a few miles above us the Cricket had been fired into by a portion of Marmaduke's men, when several soldiers (of whom we carried up about one hundred and fifty) and Mr. Morehead, of the Cricket, were wounded. After meeting her, about dusk, we were all again attacked by sharpshooters, without any damage, however. Captain Langthorne I cannot thank too much for his zeal, efficiency, and judgment, not only on this occasion, but ever since under my command.

With the prizes were captured the enclosed list of prisoners, fourteen bales of cotton, three horses, and a few arms.

The Tom Gregg is a fine little side-wheel boat, and I think would make an excellent light-draught gunboat for these rivers.

The Kaskaskia, also a side-wheel, though a somewhat older boat, has still a good hull. For the present, having officered and manned them, and put a howitzer on each, I shall retain them to co-operate with the army, who are much in need of transports all along the banks of the rivers White and Little Red, as far as we went. Two hundred and fifty miles on the one, and forty on the other, we found the isolated farmers glad to see us, and many Union demonstrations were made. I am satisfied the people here would be glad to see us in possession.

The capture of the two boats, the only means of transportation the rebels had on this river, is a severe blow to them; and, at this time, the boats can be made of great service to us.

Going up the river we were not at all molested; but coming down were fired on with small arms from almost every available spot, though by no very large number of men.

The river is still high, though falling at the rate of twenty-four inches in forty-eight hours.

I shall send the Lexington down to-morrow. The Marmora, Cricket, and Romeo are all leaking severely, and otherwise out of repair.

The advance division of General Steele's command arrived yesterday. I have no doubt our army will be able to drive the enemy from their line of defence on Bayou mountains into Texas.

Enclosed I hand the report of Captain Langthorne, of the Cricket.

I have the honor to be, very respectfully, your obedient servant,

GEORGE M. BACHE,

Lieutenant, Com'dg White River Expedition.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant A. R. Langthorne.

UNITED STATES STEAMER CRICKET,
August 15, 1863.

SIR: In obedience to your order, I proceeded up Little Red river at 9 o'clock a. m. About ten miles up I hailed some men on the bank, inquiring of them if the steamers Suggs and Kaskaskia were up the river. They said one of them had passed a short time before. I continued on up, saw some rebel pickets at West Point, and made further inquiries about the steamboats, which satisfied me they were up the river. We arrived at Scurcy's landing at 2 o'clock p. m., and the two steamers, the Thomas Suggs and Kaskaskia. I landed the infantry, and put officers on board the steamers; had them fired up ready to start. The rebels had a fine pontoon bridge built across the river, which I effectually destroyed. We then left for down river At 3 o'clock took on fourteen bales of cotton on our way. As we arrived near West Point we were fired upon by the rebel sharpshooters; the engagement lasted about an hour, wounding nine of our men, one mortally, (since died.) Mr. Morehead was piloting the Kaskaskia; he stood at the wheel nobly until disabled; he received two shots, and fell. Mr. Lightner was pilot of the Suggs. During the engagement he stood at his post without flinching. Mr. Claycomb, pilot of the Cricket, also showed great bravery and coolness. Surgeon Bodman, although sick, attended to the wounded with much credit. Every officer and man deserves great praise for the manner in which they discharged their duties.

Very respectfully, your obedient servant,

A. R. LANGTHORNE,
Acting Vol. Lieut. U. S. Navy, Com'dg U. S. S. Cricket.

GEORGE W. BACHE,
Lieutenant, Commanding White River Squadron.

AFFAIRS ON RED RIVER.—CAPTURE OF REBEL PAYMASTERS AND CURRENCY.

MISSISSIPPI SQUADRON,
Flag-Ship General Lyon, off Cairo, September 15, 1863.

SIR: I have just returned from the mouth of Red river, where I went to see what could be done to co-operate with General Banks. As I knew beforehand, the river was quite dry in places, and a dry bar formed across the head of Old river. All I could do was to plant three guns on scows—a 100-pounder rifle, a X-inch, and a IX-inch—close to the bar to command the entrance to the Atchafalaya. This will prevent steamers passing to and fro. If the military officers would confer with me a little more freely, I could give them hydrographic information which they cannot get elsewhere, and enable them to time their expeditions so that they may have naval co-operation.

The vessels at the mouth of Red river were unable to enter and co-operate with the army at the attack on Harrisonburg. The rebels blew up the works as our troops advanced, and set fire to the casemates; they also destroyed all their ammunition, which ends the stronghold on the Washita. I am sorry to say that the guns were not brought away, except two field-pieces, or destroyed.

The river below seems quiet. There has been but one attempt made to obstruct commerce or transportation. A body of guerillas, five hundred strong, on the 30th August, attacked the gunboat Champion from behind the levee, while she was convoying a body of troops below. The troops passed on safely,

and the Champion stopped and fought the rebels until she made them retire, losing some of their men, report says fifty-seven. They have not been heard of since, excepting that they were falling back on Alexandria, General Herron having given chase to them with his division. The only way to keep guerillas down is to chase them up with troops. Gunboats can only drive them away temporarily.

As I came up I overtook a part of the marine brigade, under Colonel Curry. He reported to me that he had just captured at Bolivar three rebel paymasters with two millions two hundred thousand dollars in confederate money to pay off the soldiers at Little Rock. He also captured the escort, consisting of thirty-five men.

This will not improve the dissatisfaction now existing in Price's army; and the next news we hear will be that General Steele has possession of Little Rock. The gunboats pick up deserters every day, who say that the rebels don't intend to fight in Arkansas; and that with proper steps Arkansas will be in the Union again in forty days.

Lieutenant Bache captured a Colonel Matock, who was on a conscription expedition, and it gave universal satisfaction to all the people.

* * * * * * * * *

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION TO RED RIVER.—DESTRUCTION OF REBEL STEAMERS.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Cairo, October 17, 1863.

SIR: I have the honor to report that on the 7th of October Acting Volunteer Lieutenant James P. Couthouy, having received information that a rebel steamer was tied up to the bank on Red river, fitted out an expedition under charge of Acting Chief Engineer Thomas Doughty, with twenty men, and Mr. Hobbs, who crossed over from the Mississippi to Red river, and after great labor in getting through the entanglements of the bushes and other undergrowth, Mr. Doughty's party got a sight of the steamer lying at the bank.

He managed to get up to her and capture her. A few moments afterwards he was enabled to capture another one, and found himself in possession of two steamers and nine prisoners, one of the prisoners an aid to the rebel General Taylor. The rebel officer had been sent up expressly for the last steamer, the Fulton, (a very fine boat,) to ferry some troops across the Atchafalaya, and the other was one of the few boats the rebels could get provisions by from the seaboard.

Mr. Doughty finding he could not get the steamers over the bar and out of Red river, set fire to them, and burnt them up.

This is a great loss to the rebels at this moment, as it cuts off their means of operating across that part of Atchafalaya where they lately came over to attack Morganzia. This capture will deter others from coming down Red river. The

affair was well managed, and the officers and men composing the expedition deserve great credit for the share they took in it.

I enclose Acting Chief Engineer Doughty's report.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Chief Engineer Thomas Doughty.

UNITED STATES STEAMER OSAGE,
Off Mrs. Jontees, October 7, 1863.

SIR: In obedience to your order, I, with a party of twenty men, with the assistance of Mr. Hobbs, started for Red river this morning. Arriving at Red river, I could see no signs of a steamboat. I divided the party, sending eight men down the river to look into the bend below, and with twelve started up the river. When we had travelled about half a mile I saw the chimneys of a steamer. The woods were found so dense that we could not penetrate them, and the only alternative was to advance in sight. The steamer was on the opposite side of the river, and I feared those on board might see us in time to escape before we were near enough to use our rifles. No one saw us, and we chose a spit opposite her, where we could see any one who attempted to escape. I hailed her; two men were seen to run forward and disappear. I directed three files on the right to fire. The fire brought the men out, and at my command they brought to my side of the river two skiffs which belonged to the boat. I was about to embark a party to burn her, when I heard a steamboat descending the river. I ordered the men out of sight, behind a large log and some bushes, and in two minutes I saw a steamer round the point above. I waited until she was within 400 yards, and showed myself, and ordered her to stop. She did so, and I found myself in possession of nine prisoners and two steamboats: I knew I could not get them out of the river, and I ordered the destruction of the first one captured, named the Argus, and embarked on board the second, the Robert Fulton, and steamed down to the landing where I first struck the river, where I ordered her to be set on fire, and in a few minutes she was one mass of flame. She was the better vessel of the two, and was valued by her owner at $75,000. Neither of them had any cargo on board. I captured all the officers of the boats, and one first lieutenant in the confederate army, and three negroes.

Names of officers of the Argus.—Captain George Fraser, Chief Engineer James Goodwin.

Names of the officers of the Robert Fulton.—Captain J. F. Saunders, Chief Engineer A. S. Auld, Mate William Kelly, Pilot William C. Smith, First Assistant Engineer G. W. Chapman, Carpenter J. Chataigner.

Name of army officer.—First Lieutenant J. M. Avery.

Arms taken.—1 Enfield rifle, 2 double-barrel shot guns, 2 revolvers.

All of which is respectfully submitted.

THOMAS DOUGHTY,
Acting Chief Engineer.

Acting Volunteer Lieut. J. P. COUTHOUY, U. S. N.,
Commanding United States Steamer Osage.

Jontees, or Gentrys, is about three miles below Union Point.

J. P. COUTHOUY, *Commanding.*

ATTACK UPON GENERAL DANA AT MORGANZIA.—CO-OPERATION OF THE NAVY.

MISSISSIPPI SQUADRON,
Flag-Ship Black Hawk, Cairo, October 18, 1863.

SIR: I have the honor to enclose herewith a copy of a report from Lieutenant Commander James P. Foster, commanding second district of this squadron, in relation to operations in his district.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Morganzia, September 30, 1863.

SIR: Yesterday the advanced guard of General Dana was attacked by General Green some five or six miles from Morganzia, and we lost about four hundred and fifty (450) men in prisoners, killed, and wounded.

I immediately went up to Morganzia with the Kenwood to co-operate with General Dana, and the arrival of the gunboats was hailed by their forces with perfect delight.

On the following day I moved up the Lafayette, and have no doubt by this means the enemy were deterred from attacking General Dana in his position at Morganzia, as they had about four brigades to do it with, while our forces did not amount to more than fifteen hundred. I shall return to-morrow with the Lafayette to Bayou Sara, leaving the Signal and Neosha at Morganzia.

We have captured here and in Morganzia about eight or ten prisoners, one major, one captain, and one lieutenant, which I have turned over to the general commanding at Morganzia. Everything below Bayou Sara is quiet. Scott, the guerilla, is still outside of Bayou Sara doing pretty much as he pleases, but gives the Lafayette a wide berth. It is his men that I have been capturing.

I am, very respectfully, your obedient servant,

JAMES P. FOSTER,
Lieutenant Commander, Com'dg Second District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

POTOMAC FLOTILLA.

REPORT OF COMMODORE HARWOOD OF THE PROCEEDINGS OF THE FLOTILLA ON THE RAPPAHANNOCK.

POTOMAC FLOTILLA,
Navy Yard, Washington, D. C., December 15, 1863.

SIR: I beg leave briefly to report the proceedings of that part of the flotilla now serving in the Rappahannock.

On the 4th instant the Currituck, Anacostia, Jacob Bell, and Cœur de Lion were attacked at anchor by a battery at Pratt's landing. The gunboats present got under way by order of the senior officer present, Acting Master Shanks, and engaged the batteries and silenced them. The Jacob Bell only was struck. No one was hurt in any of the vessels.

To avoid a useless expenditure of ammunition and exposure to the riflemen, who still continued their fire, the vessels were dropped down to an anchorage three miles further down the river. In passing a place called Pratt's House they exchanged shots with the enemy again, but as it was dark the effect could not be ascertained.

On the 10th instant the Currituck, on her return from the mouth of the Rappahannock, was opened on from Brandywine Hill, and about thirty shots fired at her without effect. She returned the fire, and proceeded to the anchorage of the Flotilla, three miles below Port Conway. Here the rebels opened fire on the gunboats from a battery about a mile north of the first. The Currituck in this second engagement was struck twice; the last time by a Parrott shell, which passed through her side and exploded in her fire-room, wounding three men: Henry Smith, fireman, mortally, (since dead;) Jeremiah Daley, coalheaver, severely; John McCluskey, captain of forecastle, slightly. This shot broke blower, blower-engine and steam-gauge pipe. The vessel is now at the yard for repair.

I have the honor to be, with great respect, your obedient servant,

ANDREW A. HARWOOD,
Commodore, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Mr. S. A. Simmons, master of the coal schooner Cadosh, was mortally wounded on the 10th, and died on the 11th.

REPORT OF COMMODORE HARWOOD OF A RECONNOISSANCE OF THE RAPPAHANNOCK BY LIEUTENANT COMMANDER MAGAW.

NAVY YARD, WASHINGTON,
February 27, 1863.

SIR: Lieutenant Commander Magaw reports to me on the 24th instant that he had returned from a reconnoissance of the Rappahannock, made at the request of Major General Hooker, for the purpose of bringing away or destroy-

ing certain vessels supposed to be used by the rebels for the purpose of carrying men or supplies across the river.

Lieutenant Commander Magaw, with the Freeborn and Dragon, went about six miles above Tappahannock, but did not find the vessels, the reports concerning which are thought to be ill founded.

In coming down the river the vessels engaged a battery just below the old Fort Lowry, about eight miles below Tappahannock, for about an hour. One of the enemy's guns ceased firing after the tenth shot. The Freeborn was struck twice, but none of the crew of either vessel hurt.

The enemy was in considerable force at Urbana. General Lee was at Occupacia when the expedition reached Tappahannock.

Lieutenant Commander Magaw speaks favorably of the good behavior, under a sharp fire, of Acting Master's Mate W. H. Crandall.

I have the honor to be, with great respect,

ANDREW A. HARWOOD,
Commodore, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

REPORT OF COMMODORE HARWOOD OF A SKIRMISH AT TAPPAHANNOCK, &c.

NAVY YARD, WASHINGTON,
June 14, 1863.

SIR: The following are the recent operations of the Potomac flotilla.

On the 30th ultimo the steamers Currituck, Primrose, and Satellite proceeded to the town of Tappahannock, Virginia; had a shirmish with the enemy's cavalry, (in which the latter retreated, and no one was hurt,) and destroyed a quantity of rebel stores, consisting of bacon and wheat, supposed to amount to about twenty thousand bushels.

The Ella returned yesterday, with Lieutenant Commander Samuel Magaw and Acting Volunteer Lieutenant T. Poynton Ives, from the Rappahannock river. Lieutenant Commander Magaw reports that in accordance with the request of General Hooker, communicated to me on Friday last, the Freeborn, Yankee, Currituck, Anacostia, Jacob Bell, Primrose, and Satellite, all proceeded to Urbana, on the Rappahannock, in order to cover the crossing of Colonel Kilpatrick's cavalry, which were on their way from Gloucester. Soon after Lieutenant Commander Magaw's arrival, the transportation for the cavalry came, and they were embarked and safely landed at Carter's wharf, on the east side of the Rappahannock, the last of them at 9 a. m. on the 2d instant.

The raid so well planned appears to have been a perfect success; the cavalry brought away with them a large number of horses.

That there was no attack upon Colonel Kilpatrick's party by the enemy during the embarcation and crossing I think may be fairly attributed to the presence of the gunboats, which covered the party.

I have the honor to be your obedient servant,

ANDREW A. HARWOOD,
Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

CAPTURE OF THE SATELLITE AND RELIANCE.

OFFICE UNITED STATES MILITARY TELEGRAPH,
Navy Yard, Washington, August 28, 1863.

SIR: Acting Volunteer Lieutenant Ives has just arrived, and reports as follows:

That he learns from Mr. Edward, of Cockle creek, Virginia, that the steamers Satellite and Reliance were captured on Saturday night near the mouth of the Rappahannock river. That Acting Master Robinson was mortally wounded; died the next day. That a naval officer in the neighborhood of Cockle creek, at home on a furlough, states that when he left Richmond he heard of this expedition being ready to attack the boats on the Rappahannock. From the same source, the steamers are said to be staying in the mouth of the river, awaiting to surprise other vessels of the flotilla. Lieutenant Commander Magaw has gone with a sufficient force—five vessels—to recapture the vessels if they are there and the story is true. He will send his fastest boat, and that as soon as anything definite is known. Special orders have been given to prepare for surprise, and to clear out, if considerable force should appear, and fight under way. I think, therefore, the story is false.

ANDREW A. HARWOOD, *Commodore.*

HON. GIDEON WELLES,
Secretary of the Navy.

[Office United States Military Telegraph, War Department.]

WASHINGTON NAVY YARD,
August 29, (received 10 a. m., August 29.)

I regret to inform the department that the news of the capture of the Satellite and Reliance is confirmed.

I attribute it, from what I hear, to disobedience and neglect.

A. A. HARWOOD, *Commodore Commanding.*

HON. SECRETARY OF THE NAVY.

Report of Commodore A. A. Harwood.

NAVY YARD, *Washington, August* 29, 1863.

SIR: I enclose herewith (No. 1) the copy of the report of Lieutenant Commander Samuel Magaw, confirming the rumor (sent by telegram to the department on the 27th instant) that the Satellite and Reliance had been taken by surprise by the enemy's boats.

The statement of Mr. Spillman referred to in the letter was left by me in the hands of Mr. Fox this morning.

I enclose also (No. 2) an unofficial note of Lieutenant Commander Magaw on the same subject, and (No. 3) a copy of the report of Acting Master Linnekin to Lieutenant Commander Magaw, which will prove to the department that in addition to the instructions printed for the guidance of the officers of the flotilla, and the repeated cautions to be on the alert, there were special directions given

to the commanders of the Satellite and Reliance in view of the contingency which took place.

I have the honor to be, with great respect, your obedient servant,

ANDREW A. HARWOOD,
Commodore, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Reports of Lieutenant Commander Samuel Magaw.

[Unofficial.]

UNITED STATES STEAMER DRAGON,
Friday evening, August 26, 1863.

MY DEAR SIR: I send this vessel up with the news of the capture of the Satellite and Reliance, and enclose for your satisfaction my orders to the vessels at the mouths of the Piankatank and Rappahannock to guard against surprise. There is some mystery attached to the capture of these vessels, or the most disgraceful neglect of duty I have ever heard of. Anything more I hear of the affair I will let you know. Please give me permission to go up the Rappahannock and make an examination as far as Port Tobacco. The Jacob Bell broke down last night, or I should have been tempted to have gone up the river to-day.

Yours, very respectfully,

SAMUEL MAGAW,
Lieutenant Commander.

Commodore A. A. HARWOOD, *&c., &c., &c.*

UNITED STATES STEAMER DRAGON,
Chesapeake Bay, August 28, 1863.

SIR: I have the honor to report, that upon entering the Rappahannock this morning neither the Satellite nor Reliance were at their station. Report says they have been captured, by boarding by the enemy, and carried up the river.

I enclose a statement of a Mr. Spillman. The Freeborn, Jacob Bell, Currituck, and Tulip, remain at the mouth of the Rappahannock until further orders.

Very respectfully, your obedient servant,

SAMUEL MAGAW,
Lieutenant Commander.

Commodore A. A. HARWOOD,
Commanding Potomac Flotilla.

Report of Acting Master T. J. Linnekin.

UNITED STATES STEAMER CURRITUCK,
Station H, Rappahannock River, August 28, 1863.

SIR: I beg leave to make the following statement in regard to precautionary measures ordered to prevent surprise on this station, viz:

First. That the boats should anchor at the mouth of the river, near the middle, in supporting distance of each other.

Second. That the chain should be unshackled at fifteen fathoms, with a tail rope and buoy attached to the chain, in order to slip cable at any moment.

Third. That the officer of the deck on the appearance of any boat should ring the bell to go ahead; at the same time call all hands until the character of the boat may be ascertained.

Very respectfully, your obedient servant,

T. J. LINNEKIN,
Acting Master, Commanding.

Lieut. Commander SAMUEL MAGAW, *&c., &c.,*
Potomac Flotilla.

Report of Commodore Harwood.

NAVY YARD, *Washington, September 5,* 1863.

SIR: In the capture of the Satellite, which was so discreditable to the service, Jack Tye, boatswain's mate, was wounded at his post in the attempt to ring the bell, (the signal to go ahead,) and has since died of his wounds. He was buried at Point Lookout with the respect due to his long and faithful services, and to his reputation as a true seaman. Though beyond the reach of either censure or praise, I have thought it right to do justice to his memory, and to express my belief that if there had been a few more of his tried worth on board the Satellite, she would not have been taken. He was considered the best petty officer in the flotilla.

I have the honor to be, very respectfully, your obedient servant,

ANDREW A. HARWOOD,
Commodore, Commanding Potomac Flotilla.

Hon. GUS. V. FOX,
Acting Secretary of the Navy.

Statement of Acting Ensign Rudolph Sommers.

UNITED STATES NAVY YARD,
Washington, September 8, 1863.

SIR: * * * * * * * *

Between 12 and 1 o'clock, a. m., on the 23d of August last, while lying near the mouth of the Rappahannock river, our vessel (the Satellite) was boarded by two armed boats numbering 35 men. Before reaching the vessel they were hailed by the officer of the deck, (Acting Master's Mate Foulk,) when he received answer, "Commodore Morris." Mr. Foulk came forward, calling me; he said we were being boarded. I directed him to call all hands to repel boarders, which he did. Immediately I seized my cutlass and pistols; I stepped on deck: my attention was attracted to the noise aft. Still thinking the noise was made by our own men, before I could reach the quarter-deck (in which direction I was going) I received a shot in my neck. The boarders observing that I was armed, attacked me with their cutlasses, and being closely pressed I freely used my pistol as a slung-shot, during which time I received three cuts on my arm, when, being overpowered, I was placed in my room with a sentry over me.

Just previous to being conducted forward I heard the captain surrender the vessel. We were then taken up the river, all under guard, arriving at Urbanna about 7 o'clock the same morning. Remaining in Urbanna three days, I was

then paroled, and took passage on the United States steamer Currituck. My wounds and the weakness of my condition has prevented me from making an earlier report in writing or person.

Hoping the above statement may meet all requirements and give satisfaction, I have the honor to remain, sir, your obedient servant,

RUDOLPH SOMMERS,
Acting Ensign, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

EXPEDITION TO RECAPTURE OR DESTROY THE SATELLITE AND RELIANCE.

SANGAMON, *August* 31, *off Tappahannock.*

MY DEAR SIR: We are abreast of the town, 3.55 p. m., and draw too much water to go any higher with this vessel. I have sounded ahead; nearly full tide, with an easterly wind. We have an experienced pilot, who is of opinion that we cannot go further up than a quarter of a mile, and as the bottom in some places is hard, I deem it imprudent to proceed further.

We have not seen any vessels, so far, of any kind, and only a few horsemen. I shall await your further instructions, and can only say I am much disappointde in not being able to reach Port Royal, but as the tides are as full as I can expect them to be, there is small hope of that.

I thought you ought to know this at once, that you might make the army people aware of the state of things.

Yours truly,

ANDREW A. HARWOOD.

Hon. G. V. FOX,
Acting Secretary of the Navy.

POTOMAC FLOTILLA, NAVY YARD,
Washington, D. C., September 3, 1863.

SIR: I have the honor to submit the following memoranda of my recent trip to the Rappahannock for the purpose of co-operating with the land forces in the destruction of the gunboats Satellite and Reliance, recently captured and taken up that river by the rebels.

On Sunday, the 30th ultimo, left the yard in the Ella at 3.15 p. m., and arrived at Windmill Point, at the mouth of the Rappahannock, at 5.30 a. m. on Monday, the 31st ultimo. There I found the Sangamon, (iron-clad,) the Commodore Jones, and Commodore Morris, of Acting Rear-Admiral Lee's squadron, and the Currituck, J. Bell, Dragon, and Tulip, of the Potomac flotilla. At 6.15 got under way in the Sangamon and steamed up the river, with the following vessels in company: Dragon, (alongside,) the Commodore Morris, and Jacob Bell. At 1.30 passed Fort Lowry, found the battery deserted, and neither enemy nor guns in sight. At 2.15 anchored a short distance above the wharf at Tappahannock, the pilot being of the opinion that we could not go higher. Sent the Dragon up to sound. The report being unfavorable to further progress, waited until high water, and sent Lieutenant Commander Magaw in the Dragon to sound again. The report was that there was 11½ feet water.

Lightened ship by putting on board the two ferry-boats nearly all the 11 and 15-inch shot.

Tuesday, September 1, under way at 5.30 a. m., and after proceeding about 500 yards above our anchorage, got aground. Being unable to get the vessel off before the tide had fallen, brought the Commodore Morris and Jones alongside, and took out all the coal—about fifty tons. At 11.15 the Jacob Bell arrived from below, bringing the telegram of the department of the 30th ultimo. At 11.45 despatched her to Point Lookout with orders to the Anacostia to go to Piney Point, and for herself to remain at Point Lookout and protect the vessels and depot for prisoners, the Yankee being broken down. At meridian the Freeborn arrived, having a coal schooner in tow with about 100 tons of coal. 1.40 p. m., by aid of the Dragon, Commodore Morris, and Jones, got the Sangamon off. At 3 p. m. steamed down the river and anchored at 7 p. m. at Bowler's Rocks. Commodore Jones and Morris were brought alongside, and the shot which had been taken out returned to the Sangamon.

Wednesday, September 2, under way at 5 a. m. At 6 a. m. the Ella met us at Carter's wharf with despatches. (Letter of department of the 1st instant, and copy of General Meade's despatches to General Halleck of the 31st ultimo.) At 8.15 sent the Commodore Jones to Yorktown, left the Sangamon off Musquito Point, and sent her to Newport News in tow of the Commodore Morris. At 10 a. m. went on board of the Currituck and gave instructions to Lieutenant Commander Magaw in reference to the blockade of the river, and also to look out, in case our cavalry should come down the Peninsula, to afford them assistance. At 11.30 returned to the Ella. At 2.30 arrived at Point Lookout and had a conference with Brigadier General Marston in relation to the prisoners of war confined at the Point. Thursday, 3d of September, arrived at the navy yard.

I enclose herewith the soundings we took in the neighborhood of Tappahannock, those on the chart not giving, of course, the soundings at full tide. I ought here to observe that the first pilot I consulted told me he thought we could get to Port Royal in a vessel drawing 12 feet, but referred me to Mr. Price as the best pilot attached to the flotilla. On my way down I took Mr. Price on board, who was not sanguine, but willing to try. The result is known; but it should be observed that the Sangamon was full of stores and ammunition, and the tides low, as they usually are at this season.

All the vessels of the flotilla received an additional warning to be on the alert.

I have the honor to be, very respectfully, your obedient servant,

ANDREW A. HARWOOD,
Commodore, Commanding Potomac Flotilla.

Hon. G. V. Fox,
Acting Secretary of the Navy.

MISCELLANEOUS.

LOSS OF THE UNITED STATES SHIP SHEPHERD KNAPP.

Report of Acting Rear-Admiral Wilkes.

FLAG-STEAMER VANDERBILT,
St. Thomas, June 10, 1863.

SIR: I herewith enclose a commnication fron Acting Volunteer Lieutenant Commanding H. S. Eytinge, relative to the loss of the ship Shepherd Knapp, near Cape Haytien. I also enclose a copy of an order from Commander S. D. Trenchard, senior officer present, directing an examination into the condition of the Shepherd Knapp; also a copy of the report of the officers who made the examination.

The department has been apprized of the above through Commander Trenchard. Further particulars will be forwarded as soon as I am able to obtain them.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Rear-Admiral, Com'dg West Indies Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant H. S. Eytinge.

UNITED STATES STEAMER SHEPHERD KNAPP,
Cape Haytien, West Indies, May 23, 1863.

SIR: I have to report the grounding of this ship upon the shoal in entering this harbor, under the following circumstances: At 3.10 p. m. set a jack forward for a pilot. At 4 p. m. made signal number to the men-of-war in the harbor. At 6 p. m. fired signal gun for pilot; no pilot coming, and the wind being very light and directly in the harbor, not being able to haul off, I determined to anchor and wait for daylight. I reduced sails to topsails, and the leadsmen gave soundings ten fathoms, when the next heave gave three. I ordered the helm put hard aport, and as the ship turned off the reef her aft keel took the reef, and the force of the current swung her on the wrong way, so she now headed to southeast on the coral reef. I got out anchors immediately to windward, and furling sails at once, attempted to heave her off. Failing in this, I proceeded to the United States steamer Rhode Island, Commander Trenchard, the senior officer here, to whom I reported, and who immediately rendered me every assistance, sending down the Chippewa to tow us off. Every effort to get the ship off by lightening, removing battery, stores, ordnance, ammunition, starting water, sending down spars, &c., has proved futile, though the two powerful steamers Santiago de Cuba and Rhode Island put out their full force, assisted by our anchors, to get the ship off, but everything of value has been saved.

Her battery (eleven guns) and appointments, ordnance, yeoman's and master's stores, instruments and charts, provisions and clothing, spars, sails, run-

ning and standing rigging, anchors and chains, everything portable and of value to the government has been saved. The only loss is the hull and use of the ship, which has been surveyed by the commanders, Trenchard, Wyman, and Bryson, and recommended to be sold for the benefit of the government.

The loss of this fine ship, at this peculiar moment, after having commanded her nearly two years with marked success, fills me with much grief, and especially as every care has always been taken by me to avoid accident or loss. It seems to me to be a premonition of Providence for the extraordinary pride I always took in the command of this vessel, and the sense of security I felt in my own abilities. I bow submissively to the blow; and in thanking the commanders present for their kind offices, I beg to refer to them for a record of my conduct under the painful circumstances by which I have been surrounded.

I cannot close without bearing testimony to the total abnegation of self on the part of the officers, and the industrial application of the men to sustain my efforts to save the property of the government.

I am, sir, with respect, your obedient servant,

HENRY S. EYTINGE, U. S. N.,
Acting Volunteer Lieutenant, Commanding.

Admiral CHARLES WILKES, Esq.,
Commanding West Indies Squadron.

Order for examination of the Shepherd Knapp.

UNITED STATES STEAMER RHODE ISLAND,
Cape Haytien, May 21, 1863.

GENTLEMEN: You will be pleased to examine into the condition of the ship Shepherd Knapp and report to me what further efforts may, in your opinion, be made to save the vessel, which went ashore on the reef off this harbor on Monday night, May 18; and should it not be possible to get her off, what disposition best calculated to promote the interest of the government had better be made of the hull of the vessel.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Com'dr and Senior Officer present.

Com'dr ROBERT H. WYMAN, U. S. N.,
Com'dg U. S. Steamer Santiago De Cuba.
Com'dr ANDREW BRYSON, U. S. N.,
Com'dg U. S. Steamer Chippewa.
Lieutenant NORMAN H. FARQUHAR,
Executive Officer U. S. Steamer Rhode Island.

Report of Commander Wyman and others on the condition of the Shepherd Knapp.

CAPE HAYTIEN, *May* 21, 1863.

SIR: In compliance with your order of this date, we have examined into the condition of the United States ship Shepherd Knapp, and report that, in our opinion, every effort has been made to save that vessel, and that any further efforts would not only prove useless and without effect, but would detain vessels here whose services are urgently required elsewhere. We consider it impossible to get her off the reef with any force at command, and do recommend that everything be removed from her to her lower masts, and that the hull of the vessel

be turned over to the United States consul to be sold for the benefit of the government.

Very respectfully, your obedient servants,

Commander R. H. WYMAN, *U. S. N.*
Commander A. BRYSON, *U. S. N.*
Lieutenant N. H. FARQUHAR, *U. S. N.*

Com'dr S. D. TRENCHARD, U. S. N.,
Com'dg U. S. Steamer Rhode Island and Senior Officer present.

ENGAGEMENT BETWEEN THE UNITED STATES STEAMSHIP WYOMING AND BATTERIES AND ARMED VESSELS AT SIMONOSAKI, JAPAN.

UNITED STATES STEAMSHIP WYOMING,
Yokohama, July 23, 1863.

SIR: * * * * * * * *

On the evening of the 10th news was received through Japanese sources that an American steamer had been fired on by a bark and brig-of-war belonging to the Prince of Nagato at the western outlet of the inland sea, and that she disappeared, and perhaps sunk. A mail from Shanghai, the same evening, brought authentic information that the American steamer Pembroke, on her passage from this place to Shanghai through the inland sea, had been fired on by the above vessels, and had made her escape through the Bungo passage. Enclosed is a copy of the statement of the affair by the captain of the Pembroke.

On the 13th we left this place for the scene of the outrage, and arrived off the inner entrance of the western outlet of the inland sea on the morning of the 16th. On the tide proving favorable we proceeded in the straits, and on opening the town of Simonosaki discovered a steamer, brig, and bark-of-war at anchor off the town with Japanese colors at the peak, and the flag of the prince at the fore. We stood for the vessel, and on approaching were fired on as we got in range by six batteries, in different positions, mounting from two to four guns each. Passing between the brig and bark on the starboard hand and the steamer on the port, we received and returned their fire at pistol-shot; rounding the bow of the steamer and getting in position, maintained the action for about one hour. During the affair the steamer got under way, but two well-directed shells exploded her boilers. The brig appeared to be settling by the stern, and, no doubt, sunk. The amount of damage done the bark must have been serious, as well as great destruction on shore.

The straits opposite the city are about three-fourths of a mile wide, with strong currents, which made it very difficult to manœuvre the ship properly, as I had no charts, and my pilots completely paralyzed and apprehensive of getting on shore, (in fact did touch once,) I was induced to withdraw out of action.

The fire from the shore battery was extremely brisk, and continued so as long as we were in range. We were hulled eleven times, with considerable damage to the smoke-stack and rigging aloft, which was attributed to our passing within the range they were prepared for. I regret to state the loss of four killed and seven wounded—one of whom since dead. Enclosed is the surgeon's report. It affords me much pleasure to state that the conduct of the officers and crew was all I could desire.

Lieutenant Barton, in charge of the 1st division, makes honorable mention of the conduct of Acting Master's Mate J. E. Sweeny, Peter King, seaman, captain of forward pivot gun, Thomas Saddler, captain of the top, and Charles J. Murphy, seaman. I would also mention the cool conduct of Frank Wyatt, boatswain's mate, captain of the after pivot gun, and Edward Penney, captain of the top, and second captain of after gun.

The prince at Nagato, it appears, has commenced this war on his own account, as he is one of the most powerful and influential princes of the empire, and bitterly opposed to foreigners; but the punishment inflicted and in store for him will, I trust, teach him a lesson that will not be soon forgotten.

On the 7th instant the French despatch steamer Kien-Chang, passing through on her way to Shanghai, was fired on and considerably injured, and on the 11th H. N. M. ship Medusa was also fired on, and sustained some damage and a loss of four men and seven wounded.

As soon as the outrage on the French steamer was known here the French admiral, Jaurez, left with his flag-ship and a gunboat for Simonosaki, and, no doubt, will complete the punishment due for the wanton violation of existing treaties.

The Jamestown was at Woosung on the 16th, to sail immediately for this port *via* Nagasaki. I shall await her arrival. I enclose a proximate plan of the straits, the position of the vessels, shore batteries and course, &c. All of which is respectfully submitted by your obedient servant,

D. McDOUGAL, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of casualties on the Wyoming.

UNITED STATES STEAMSHIP WYOMING,
Inland sea of Japan, July 17, 1863.

SIR: In consequence of the engagement with the Japanese at Simonosaki yesterday, I have to report the following casualties:

Killed.—Alexander Furlong, marine; William Clark, seaman; George Watson, landsman; Michael Lynch, coalheaver. Total, 4.

Wounded.—James Carswell, landsman, very severely, (and since dead); Andrew Wallace, captain after guard, very severely; William Thompson, seaman, very severely; Thomas Stewart, landsman; Michael Doyle, marine; Wilson P. Snyder, landsman, slightly; Charles J. Murphy, seaman, slightly. Total, 7.

I am, very respectfully, &c.,

E. R. DENBY,
Surgeon U. S. N.

Statement of officers of American steamer Pembroke.

CONSULATE OF THE UNITED STATES,
Shanghai, July 3, 1863.

Before me, George F. Seward, consul of the United States for Shanghai, China, personally appeared Captain Simon W. Cooper, Samuel W. Leavitt, engineer, J. L. Folsom, first assistant engineer, and William Jones, second officer, all of whom are attached to the American steamer Pembroke in the several capacities mentioned, who, being sworn, all depose—

On the 25th ultimo, while we were pursuing our voyage from Yokohama to Shanghai, *via* the inland sea and Nangasaki, we then being near the western entrance of the inland sea, were attacked by armed Japanese government vessels under the following circumstances:

We left Yokohama on Sunday, the 21st ultimo. We proceeded, as above, on

the voyage to Shanghai. On the 25th ultimo, at 2 p. m. about, we passed a Japanese European built bark; the bark was well armed and full of men, but with no ensign set. After we had anchored for the night, say at 4 p. m., the bark came down with a fair wind and a Japanese flag flying; the flag was the same as those used on all government war steamers—it is a square flag, a white ground with a red ball in the centre. The bark passed our vessel and anchored at the head of the entrance straits, about a quarter of a mile away.

As she approached us a gun was fired from a bluff about four miles off, and the signal was repeated all along the coast.

During the evening she was worked around broadside to the wind and to our vessel; at about 1 a. m. she commenced firing at us. We could discern the vessel plainly and the position by the lightning, although the night was very dark.

After she had fired a dozen shots, one of which cut away our topmast backstay and all passed close to us, a brig which we recognized as the former British brig Lanrick suddenly appeared coming from windward; she passed about forty yards from us and dropped anchor close to the bark.

Both vessels then fired as rapidly as they could load and charge, but we had got steam up and ran out of fire, escaping through the Bungo channel, a narrow and unfrequented strait. We had to restrain the native pilot, who attempted to escape. During the attack many lights were in motion on shore, and the noise of many boats distinctly heard by us. When the Lanrick passed us a terrific yell was raised from both vessels. If her guns had been discharged at that moment we should have been destroyed. Our guns were lashed, and we fired no return shots, all our efforts being directed to getting under way.

The inland sea is frequented by foreign vessels. We had no notice that we should not make the voyage that way.

SIMON W. COOPER.
J. W. LEAVITT.
J. L. FOLSOM.
WILLIAM JONES.

Sworn and subscribed to before me the day of the year above mentioned.

GEORGE F. SEWARD,
United States Consul.

I, George S. Porter, deputy United States consul, do hereby certify that the above is a true and correct copy of the original deposition.

GEORGE S. PORTER,
Deputy United States Consul.

Additional report of Commander McDougal.

UNITED STATES STEAMSHIP WYOMING,
Yokohama, July 25, 1863.

SIR: Admiral Jaurés arrived at this place yesterday morning, (24th,) having visited the straits of Simonosaki.

One of his ships, the Tancred, was fired on by the shore batteries. He landed a force and destroyed one of the principal batteries, burning a town and destroying large quantities of ammunition.

They mention that they saw a topmast of a sunken ship.

As they did not approach nearer than two miles to where the vessels lay, they could not have seen the damage done by this ship. The admiral mentioned that he was informed that the steamer was on the shore on the outside of the

straits and badly injured, but I am satisfied that she never moved from the position we left her in.

Through the Japanese reports were current and believed that when the boilers exploded forty lives were lost on board of the steamer.

I enclose the copy of a despatch from General Pruyn which he had given the French admiral for me. I would mention that it was my intention to have returned with the admiral had I met him on his passage down.

The ministers of the different treaty powers are now in consultation as to what future steps are to be taken in regard to existing affairs.

Enclosed is an extra of the operations of the French.

I hope the course I have pursued in vindicating the honor of the flag may meet with your approval.

I have the honor to be, very respectfully, your obedient servant,

D. McDOUGAL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Statement of vessels captured and destroyed for violation of the blockade or in battle, from May, 1861, to October 31, 1863, as shown by reports received to the latter date.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	A. J. Russell	Cotton	May 3	Hampton roads	Cumberland		
Ship	Argo	Tobacco	May 14	do	do	New York	Released.
Schooner	Arcola	Corn, &c.	May 22	do	Minnesota	Baltimore	Do.
Schooner	Almira Ann	Timber	May 17	do	do		
Schooner	Aid		June 5	Mobile bay	Niagara		Taken by government.
Ship	Amelia	Assorted	June 18	Charleston	Wabash and Union	Philadelphia	Condemned.
Brig	Amy Warwick	Coffee	June 10	Hampton roads	Minnesota	Boston	Do.
Sloop	Alena		June 15	Potomac river	Mount Vernon	Washington	Do.
Schooner	Achilles	In ballast	June 17	Chandeleur island	Massachusetts	Key West	
Schooner	Ann Ryan	Timber	July 4	Galveston	South Carolina		Vessel burnt.
Brig	Alvarado		Aug. 6	St. Mary's river	Jamestown		Burnt.
Schooner	Abbie Bradford		Aug. 13	Mississippi river	Powhatan	Philadelphia	
Schooner	Albion	Coffee, &c.	Aug. 16	Charleston	Roanoke and Seminole	do	Condemned.
Schooner	Aigburth	Molasses	Aug. 31	Lat. 30°, long. 80°	Jamestown	New York	Do.
Schooner	Aristides	None	Sept. 27	Key West		Key West	Do.
Schooner	Alert	Salt, fruit, &c	Oct. 6	Charleston	Roanoke and Flag	Baltimore	Do.
Brig	Ariel		do	do	Vandalia	do	
Brig	Ariel	Salt	Oct. 20	Wilmington, N. C.	Gemsbok	Philadelphia	Condemned.
Schooner	Argonaut		Sept. 13		Susquehanna		Released.
Schooner	Adeline	Coffee, sugar, &c	Nov. 17	Off Cape Carnaveral	Connecticut	Key West	Condemned.
Schooner	Albion	Assorted	Nov. 25	Coast of South Carolina	Penguin and Alabama	New York	Do.
Ship	Admiral	Coal, salt, &c.	Dec. 12	Tybee	Alabama	Philadelphia	Do.
Steamer	Anna	Rosin, turpentine, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler	New York	Do.
Schooner	A. J. View	Turpentine, and tar	do	do	do	do	Do.
Sloop	Advocate	None	Dec. 1	do	New London, &c	do	Do.
			1862.				
Schooner	Anna Smith	Turpentine and rosin	Jan. 10	Cedar Keys	Hatteras		Destroyed.
Schooner	Arrow	Salt, &c.	Feb. 25	St. John's, Florida	Bienville and Mohican	Philadelphia	
Sloop	Atlanta			West coast of Florida	Ethan Allen		
Yacht	America	None	March	East coast of Florida	Ottawa, &c.		Taken by government.
Steamer	Albermarle		Mar. 14	Newberne	Rowan's expedition		Transferred to army.
Schooner	A. H. Partridge	Rosin and shingles	do	do	do	New York	
Schooner	Alphonsina						
Schooner	Anna Belle	Coffee, spirits, &c	March	Cape Blass	Pursuit	Key West	Condemned.
Schooner	Alert	Assorted	Feb. 26	St. John's, Florida	Bienville	Philadelphia	Do.
Schooner	Active	Salt and coffee	April 26	Stono, South Carolina	Flambeau	do	Do.
Steamer	Alfred Robb		April 19	Florence, Alabama	Tyler		Taken by government.
Ship	Alliance	Assorted	April 26	Captured at Fort Macon	Daylight and Chippewa	New York	Condemned.
Schooner	Albert	Soap, salt, &c	May 1	Charleston	Huron	do	Do.
Sloop	Annie	Cotton	April 29	Gulf of Mexico	Kanawha	do	Do.
Steamer	Alice	Bacon	May 14	Roanoke river	Perry, Lockwood, and Ceres		Transferred to army.

Schooner	Actor	Machinery	Mar. 6	Pamlico river, N. C	Ceres	New York	Vessel sunk; cargo condemned.
Schooner	Andromeda	Cotton, &c	May 26	Mural, Cuba	Pursuit	Key West	Condemned.
Schooner	Agnes H. Ward	do	June 1	Coast of South Carolina	Northern Light	New York	Do.
Schooner	American Coaster	None	June 7	Pamunkey river	Currituck	Washington	Do.
Schooner	Agnes	Cotton, &c	July 16		Huntsville	Key West	Do.
Schooner	Aquilla	Turpentine	Aug. 4	Charleston	Huron	Philadelphia	Do.
Steamer	Adela		July 7	Bahamas	Quaker City and Huntsville	Key West	Do.
Steamer	Ann	Arms and ammunition	June 19	Mobile	Susquehanna and Kanawha	New York	Do.
Schooner	Albermarle		Mar. 25	Pungo river, N. C	Delaware	do	Do.
Sloop	America	None	April 10	Newtogan creek, N. C	Commodore Perry, &c	do	Do.
Schooner	Anna Sophia	Assorted	Aug. 27	Gulf of Mexico	R. R. Cuyler	do	Do.
Schooner	Arctic			Potomac river	Freeborn		Burnt.
Schooner	Agnes		Sept. 25	St. Andrew's sound, Ga	Florida	Philadelphia	
Sloop	Ann Squires	Assorted	Oct. 1	Wicomico bay	William Bacon	Washington	Condemned.
Tug	Anglo American		Aug. 26	Mississippi river	Essex		Released.
Ram	Arkansas			do	do		Destroyed.
Schooner	Adventure	Rope, &c	Oct. 1	Pensacola	Kensington, &c	Key West	Condemned.
Steamer	A. B		Aug. 15	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Annie Dees	Turpentine, &c	Nov. 7	Charleston	Seneca	New York	Taken for use of government.
Schooner	Adelaide		Oct. 21	Sounds of N. Carolina	Ellis		Burnt.
Steamer	Anglia	Drugs, &c	Oct. 24	Bull's bay	Flag and Restless	New York	Condemned.
Schooner	Ariel	Assorted	Nov. 15	Lat. 24°, long. 83°	Huntsville	Key West	Do.
Schooner	Agnes	None	Nov. 24	Indian river	Sagamore	do	Do.
Schooner	Alicia	Cotton	Dec. 10	do	do	do	Do.
Schooner	Ariel	Salt	Nov. 18	Shallotte inlet, N. C	Monticello		Destroyed.
Schooner	Ann Maria	do	do	do	do		Do.
Sloop	Ann	Salt, &c	Dec. 30 1863.	Jupiter inlet	Gem of the Sea		Vessel destroyed.
Sloop	Avenger	Coffee, salt, &c	Jan. 5	do	Sagamore	Key West	Condemned.
Steamer	Antona	Munitions of war	Jan. 6	Cape St. Blas	Pocahontas	New York	Taken for use of government.
Steamer	A. W. Baker		Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	A. W. Thompson	Sutler's stores	Feb. 28	Piney Point	Wyandank	Washington	
Boat	Alligator		Feb. 8	Caloosahatchie river	Julia	Key West	Condemned.
Schooner	Avon	Salt	Feb. 14	Abaco	Tioga	do	
Schooner	Annie	do	Feb. 25	Wilmington	State of Georgia	New York	Do.
Brig	Atlantic		Mar. 15	Havana	Sonoma		Restored.
Steamer	Aries	Dry goods, &c	Mar. 28	Bull's Bay, S. Carolina	Stettin	Boston	Condemned.
Schooner	Antelope		Mar. 31	Charleston	Memphis	New York	Do.
Schooner	Agnes	Cotton	do	Tortugas	Two Sisters	Key West	
Sloop	Aurelia	do	Mar. 23	Mosquito inlet	Arizona	Philadelphia	Do.
Schooner	Anna	Coffee, salt, &c	Feb. 26	Suwanee river	Fort Henry	Key West	
Schooner	Ascension		April 14	Havana	Huntsville	do	
Schooner	Annie B.	Cotton	April 17	Lat. 27°, long. 83°	Wanderer	do	
Schooner	Alabama	Brandy, &c	April 18	Lat. 29°, long. —°	Susquehanna	do	
Schooner	A. Carson	Assorted	April 24	Chesapeake bay	W. World and S. Rotan	Washington	Released.
Schooner	Alma	do	May 8		Perry	Boston	Condemned.
Schooner	Amelia	Cotton	do	Charleston	Flag, Canandaigua, Wamsutta	Philadelphia	
Sloop	Angelina	do	May 16	At sea	Courier	New York	Do.
Schooner	A. J. Hodge	Assorted	May 13	Lat. 28°, long. 86°	Huntsville	Key West	
Ram	Arkansas		May 20	Yazoo city	Yazoo Pass expedition		Burnt.
Steamer	Argo		do	do	do		Sunk.
Iron clad, reb	Atlanta		June 17	Savannah	Weehawken and Nahant		Taken by government.

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Anna Maria	Cotton	June 28	Steinhathee river	Fort Henry	Key West	
Schooner	Arctic	None	May 28	Great Ticomico	Satellite		Destroyed.
Schooner	Ann	Cotton	July 6	Charlotte Harbor, Fla.	Restless	Key West	
Schooner	Artist	Drugs, &c	Aug. 15	Lat. 28°, long. 95°	Bermuda		
Brig	Atlantic		Aug. 10	Rio Grande	Princess Royal		Recaptured by her crew.
Steamer	Alice Vivian	Cotton	Aug. 16	Gulf of Mexico	De Soto	Key West	
Schooner	Ann	Assorted	Aug. 8	Gilbert's bar	Sagamore	do	
Steamer	Alonzo Childs				Mississippi squadron	Springfield	Taken into naval service.
Steamer	Arabian		Sept. 15	New inlet, N. Carolina	Shenandoah		Wrecked.
Brig	Atlantic		Aug. 14	Off the Rio Grande			
Steamer	Alabama	Assorted	Sept. 12	Chandeleur island	Eugenie		
Steamer	Argus		Oct. 7	Red river	Black Hawk		Burnt.
Boat	Alice		July 13		Fort Henry	Key West	
			1861.				
Schooner	Belle Conway	Tobacco	May 15	Hampton roads	Minnesota		
Schooner	Brilliante	Flour	June 23	Mississippi sound	Massachusetts	Key West	Condemned.
Schooner	Basilde	Salt and oats	do	do	do	do	
Schooner	Brunette	Iron and vitriol	July 16	Coast of Maryland	Potomac flotilla		Released.
Schooner	Baltimore	Salt and sugar	Sept. 29	Hatteras inlet	Susquehanna	New York	
Schooner	Beverly		Oct. 3		Gemsbok	Baltimore	Condemned.
Schooner	Bachelor			Potomac river	Potomac flotilla		Restored.
Schooner	Buena Vista	Assorted	July 17	do	Resolute	Washington	Released.
Schooner	Beauregard	None	Nov. 13	Bahama channel	W. G. Anderson	Key West	Condemned.
Brig	B. F. Martin		July 28	Hatteras	Union		Destroyed.
Sloop	Blooming Youth		Dec. 18	Alexandria, Virginia	Perry	Washington	
			1862.				
Schooner	Black Warrior		Feb. —	Elizabeth City	Rowan's expedition		
Schooner	British Queen	Salt and coffee	Mar. 1	Wilmington	Mount Vernon	Philadelphia	Condemned.
Steamer	Bermuda	Powder, &c	April 27	Hole-in-Wall	Mercedita	do	
Schooner	Belle	Salt, &c	April 26	Charleston	Uncas	New York	Do.
Schooner	British Empire	Provisions, &c		Maratanzas inlet	Isaac Smith	do	Do.
Steamer	Burton		June —	New Orleans	Admiral Farragut		Appraised, $13,000.
Schooner	Baigorry	Cotton	June 9	Lat. 23°, long. 83°	Bainbridge	Key West	Condemned.
Sloop	Beauregard	Lumber		Coast of Texas	Rachel Seaman		
Sloop	Blossom	Wheat	Aug. 12	Potomac river	Reliance	Washington	
Schooner	Breaker	None	do	Coast of Texas	Arthur		
Sloop	Bellefont		Feb. —	do	do		Recaptured by rebels.
Sloop	Belle Italia	None	July 10	do	do		
Schooner	Brilliant	Salt	Nov. 3	New Topsail inlet	Daylight	Philadelphia	
Schooner	By George	Coffee, salt, &c	Dec. 1	Indian river	Sagamore	Key West	Condemned.
			1863.				
Steamer	Bloomer		Jan. 1	Pensacola	Naval and army capture		
Schooner	Brave		Jan. 15		Octorara	Key West	Do.

Steamer	Berwick Bay	Sugar, cotton, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Belle	Coffee, salt, &c	Feb. 23	Sapelo sound	Potomska	New York	
Schooner	Brothers	Assorted	Mar. 22	Abaco	Tioga	Key West	
Schooner	Bangor		Mar. 25		Fort Henry	do	
Sloop	Bright	Cotton	April 24	Gulf of Mexico	De Soto	do	
Sloop	Blazer	do	May 27	Lat. 26°, long. 96°	Brooklyn	do	
Steamer	Britannia	do	June 25	Lat. 25°, long. 74°	Santiago de Cuba	Boston	Condemned.
Ship	Banshee		July 29	New inlet	Niphon	do	Restored.
Schooner	Bettie Cratzer	None	June 23	Coast of North Carolina	Flambeau	Philadelphia	
Sloop	Blue Belle	Sugar, &c	July 2	Sabine Pass	Cayuga	Key West	
Boat	Buckshot		Aug. 7		San Jacinto	do	
			1861.				
Schooner	Cecilia		Sept. 24		Dart		
Schooner	Cambria	Coal	April 23	Hampton roads	Cumberland		
Schooner	Carrie	Coal	May 2	do	do		
Schooner	Crenshaw	Tobacco	May 17	do	Minnesota	New York	Condemned.
Schooner	Catherine		May 27	do	do	Washington	Released.
Schooner	Caroline	General	July 5	Galveston	South Carolina		
Schooner	C. P. Knapp		Aug. 8		Santee		Restored.
Sloop	Charles Henry	Fish	April 7	Chandeleur island	Massachusetts		
Schooner	Col. Long	Assorted	Sept. 4	At sea	Jamestown		
Schooner	Cheshire	Blankets, &c	Dec. 6	Savannah	Flag, Seneca, Pocahontas, Augusta, and Savannah.	New York	Condemned.
Schooner	Charity	Assorted	Dec. 15	Hatteras inlet	Stars and Stripes		Wrecked on Long Island.
Schooner	Captain Spedden	Lumber	Dec. 31	Biloxi	Harry Lewis, Water-Witch, and New London.		Transferred to General Butler.
			1862.				
Steamer	Calhoun	Powder, rifles, &c	Jan. 23	Southwest Pass	Colorado, Rachel Seaman, and tender of Samuel Rotan.	Philadelphia	Condemned.
Steamer	Curlew		Feb. —	Roanoke island	Rowan's expedition		Destroyed.
Sloop	Caroline		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Cora	Cotton	do	Lat. 26°, long. 84°	Pinola	Key West	Condemned.
Schooner	Clifton		Mar. 14	Newbern	Rowan's expedition	New York	
Sloop	Coquette	Assorted	April 3	Charleston bar	Susquehanna	Philadelphia	
Pilot boat	Cygnet		April 2	Apalachicola	Mercedita and Sagamore		Burnt.
Schooner	Columbia	Cotton	April 5	Coast of Texas	Montgomery		Vessel destroyed.
Schooner	Charlotte	do	April 10	Mobile	Kanawha	Boston	Condemned.
Schooner	Cuba	Powder, &c	do	do	do	do	Do.
Steamer	Circassian	Assorted	May 4	Coast of Cuba	Somerset	Key West	Do.
Steamer	Constitution		May 22	Lockwood's Folly inlet	Mount Vernon, Victoria, and State of Georgia.		Released.
Steamer	Cambria	Rifles, drugs, &c	May 26	Charleston	Huron	Philadelphia	Condemned.
	Cotton, 45 bales			At sea	Arletta and Dan	New York	
Schooner	Cora	Salt	May 31	Charleston	Keystone State	Philadelphia	Do.
Ship	C. A. Farwell		June —	New Orleans	Admiral Farragut		Appraised, $36,000.
Steamer	Ceres	do	do	do	do		Appraised, $17,500.
	Coal, 16,000 tons	do	do	do	do		Appraised, $320,000.
Gunboat	Corypheus		May 13	Bayou Bonfouca	Calhoun	Key West	
Steamer	Clara Dolson				Mound City		Taken by government.
Schooner	Catalina	Cotton	June 20	Charleston	Alabama and Flambeau	Philadelphia	Condemned.
Schooner	Curlew	Dry goods, &c	June 16	Cedar Keys	Somerset	Key West	Do.
Schooner	Chance	Salt	June 28	Warsaw sound	Braziliera	Philadelphia	Do.

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Caroline Virginia	None	Mar. 14	Newberne	Rowan's expedition	Philadelphia	Condemned.
Schooner	Comet	None	April 10	Newtogan creek, N. C.	Commodore Perry and others	New York	Do.
	Cotton, 52 bales		July 9	Coast of Texas	Arthur	do	
Propeller	Columbia	Cannon, rifles, &c	Aug. 3	Lat. 28°, long. 76°	Santiago de Cuba	Key West	Do.
Schooner	Corelia	Assorted	Aug. 23	Lat. 23°, long. 84°	James S. Chambers	do	Do.
Schooner	Chapel Point		Sept. 20	Potomac river	Jacob Bell		
Schooner	Conchita		Oct. —	Coast of Texas	Crocker's expedition		Burnt.
Steamer	Carolina	Munitions of war	Oct. 28	Lat. 29°, long. 87°	Montgomery	Philadelphia	
Sloop	Capitola	None	Nov. 8	Glymont, Maryland	Resolute		
Sloop	Caperton		do		do	Washington	
Schooner	Corse	Drugs, &c	Nov. 11	Sabine Pass	Velocity, Dan, Kensington, and Rachel Seaman.	Key West	Condemned.
Schooner	Courier	Salt, coffee, &c	Dec. 22	Lat. 24°, long. 83°	Huntsville	do	Do.
Brig	Comet	Assorted	Dec. 26	Abaco	Santiago de Cuba	do	
Schooner	Carmita	do	Dec. 27	Marquesas keys	Magnolia	do	Do.
			1863.				
Schooner	Chatham		Feb. 27	Alexandria, Virginia	Adolph Hugel	Washington	Released.
Steamer	Curlew		Feb. 28		New Era		
Schooner	Charm	Cotton	Feb. 23	Indian river	Gem of the Sea	Key West	Condemned.
Schooner	C. W. Worrell		Feb. 24		Wyandank		Released.
Schooner	Clara	General	Mar. 25	Mobile	Kanawha	Key West	
	Cotton, 179 bales		Mar. 30	Deer creek	Mississippi Squadron	Cairo	
Schooner	Clyde	Cotton, &c	April 14	Campeachy bank	Sonoma	Key West	
Sloop	Crotilda	Cotton	April 16	Lat. 28°, long. 80°	McClellan	do	
Steamer	Cherokee	do	May 7	Charleston bar	Canandaigua and Flag	Boston	Condemned.
	Cotton, 12 bales, 2 bags, and 1 crate.		April 20	Apalachicola	Port Royal		
Steamer	Cuba		May 17	Lat. 28°, long. 87°	De Soto		Burnt.
Brigantine	Comet	Assorted	May 15	Fort Morgan	Kanawha		
Boat	Crazy Jane	Cotton, &c	May 8	Tampa bay, Florida	Tahoma	Key West	
Sloop	C. Ronterean	do	May 16	Charleston	S. Atlantic Blockad'g Squadron	Philadelphia	Condemned.
Schooner	Clarita	Assorted	April 26	Lat. 26°, long. 83°	De Soto	Key West	
Steamer	Calypso	do	June 11	Wilmington	Florida	Philadelphia	Do.
	Cotton, 57 bales		June 1	Crystal river	Fort Henry and Beauregard	Key West	
	Cotton, 39 bales		June 3	do	do	do	
	Cotton, 52½ bales		June 21	At sea	Octorara and Tioga	Boston	
Steamer	Charleston		July 11	Wilmington	Seminole	Philadelphia	Do.
Schooner	Cassandra	Whiskey, &c	do	Rappahanock river	Yankee	Washington	
Sloop	Clara Ann	do	Aug. 1	Cone river	do	do	
Sloop	Clotilda	Cotton	July 26	Mosquito inlet	Sagamore, &c	Key West	
	Cotton, 22 bales		July 17	Wacassassa river	Fort Henry	do	
	Cotton, 138½ bales		do. 19–26	Cape San Blas	Hendrick Hudson	do	
Steamer	Cronstadt	Cotton, &c	Aug. 16	Lat. 27°, long. 76°	Rhode Island	Boston	Do.

Schooner	Carmita	Cotton	Aug. 14	Lat. 26°, long. 95°	Bermuda	Key West	
Sloop	Clara Louisa	Whiskey, &c	Aug. 8	Indian River inlet	Sagamore	Key West	
	Cotton, several lots				Mississippi squadron	Cairo	
Schooner	Charmer		July 26	Mosquito inlet	Sagamore, &c	Key West	
			1861.				
Schooner	Dorothy Haines	Hay	May 11	Hampton roads	Cumberland		
Schooner	Delaware Farmer	Tobacco	May 14	....do	.....do	Philadelphia	Released.
Schooner	Dart	None	July 4	Galveston	South Carolina		Taken by government.
H. brig	Delta	Salt	Oct. 27	....do	Santee	New York	Condemned.
Schooner	Delight		Dec. 9	Mississippi sound	New London		Taken by government.
			1862.				
Sloop	Dudley or Pinkney		Jan. 10	Cedar keys	Hatteras		Destroyed.
Steamer	Darlington	Wagons, mules	Mar. 3	Fernandina	Naval expedition		Vessel taken by government.
Schooner	Dixie	Cotton	April 15	Georgetown	Keystone State	Philadelphia	Condemned.
Schooner	Deer Island		May 13	Mississippi sound	Bohio		Sunk.
Steamer	Diana		June —	New Orleans	Admiral Farragut		Recaptured by rebels March 28, 1863, and destroyed by the U. S. S. Estrella and others in Berwick's bay, April, 1863. Appraised at $11,140.
Schooner	Director		May 4	York river	Corwin and Currituck	Washington	
Schooner	Director	None	July —			Key West	Condemned.
Schooner	Defiance	Oil, soap, &c	Sept. 7	Sapello sound	Braziliera	Boston	Do.
Schooner	David Crockett	Turpentine, &c	Oct. 13	Charleston	America and Flag	....do	
Schooner	Dart	Salt, rope, &c	Oct. 6	Coast of Texas	Kensington, &c	Key West	Condemned.
Steamer	Dan		Oct. —	....do	....do		Taken by government.
Schooner	Diana	Assorted	Nov. 26	Pass Cavalo	Kittatinney	Key West	Restored.
	Dove				Magnolia		
			1863.				
Propeller	Douro	Cotton	Mar. 9	Lat. 33°, long. 77°	Quaker City	New York	Condemned.
Steamer	Dolphin		Mar. 25	Lat. 19°, long. 65°	Wachusett	Key West	
	D. Sargent	Cotton	Mar. 12	Galveston	Kittatinney	New Orleans	
Schooner	Dart	Assorted	May 1	Mobile	Kanawha		
Steamer	Dew Drop		May —		Yazoo expedition		
Schooner	Don Jose		July 2	At sea	Juniata	Key West	
Schooner	Director		Sept. 30	Point Rossa	Gem of the Sea		Destroyed.
Steamer	Douro	Assorted	Oct. 11	New inlet	Nansemond		Burnt.
Steamer	Diamond	....do	Sept. 23	St. Simon's sound	Stettin	Washington	
			1861.				
Schooner	Elite	Coal	May 4	Hampton roads	Cumberland		
Schooner	Emily Ann	Tobacco	May 14	....do	....do	Philadelphia	Released.
Schooner	Elizabeth Ann			Coast of Virginia	Albatross		Do.
Schooner	Enchantress	Assorted	July 22		....do		
Schooner	Extra	Wheat	Aug. 29	Rappahannock river	Daylight	Philadelphia	Condemned.
Schooner	Eagle		Aug. 21		Resolute	Washington	
Schooner	Edwin	Molasses		Beaufort, N. C	Cambridge		
Schooner	Ezilda	Arms and coffee	Sept. 30	Barrataria bay	South Carolina	New York	Condemned.
Schooner	Edward Barnard	Turpentine	Oct. 16	Pass à l'Outre	....do	....do	Do.
Bark	Empress	Coffee	Nov. 26	Northeast Pass, Miss.	Vincennes and Mississippi	....do	Do.
Schooner	E. J. Waterman	....do	Nov. 30	Tybee light	Savannah	Philadelphia	Do.
Sloop	Express	None	Dec. 9	Mississippi sound	New London		Taken by government.

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	Eugenia Smith		Dec. 7	Off Rio Grande	Santiago de Cuba		Did not seize vessel; took 2 passengers (rebel agents) from her.
			1862.				
Schooner	Emma	Assorted	Jan. 17	Coast of Florida	Connecticut	Key West	Condemned.
			1861.				
Sloop	Ellen Jane	Marketing	Dec. 18	Alexandria, Va.	Perry		
			1862.				
Schooner	Eugenia Smith	Coffee, &c	Feb. 7	Lat. 28°, long. 91°	Bohio	Key West	Condemned.
Steamer	Ellis		Feb. —	Roanoke island	Rowan's expedition	New York	Do.
Sloop	Edisto	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	Elizabeth	do	do	do	do		Do.
Schooner	Eva Bell		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Eothen		do	do	do	New York	
Schooner	Eugenie	Cotton	Mar. 16	Off the Mississippi	Owasco	Key West	Condemned.
Ship	Emily St. Pierre	Gunny cloth	Mar. 18	Charleston	Blockading squadron		Retaken.
Propeller	Eureka	Cotton, &c	April —	Potomac river	Potomac flotilla	Washington	
Steamer	Ella Warley	Arms, &c	April 25	Lat. 28°, long. 97°	Santiago de Cuba	New York	Condemned.
Schooner	Eugenia		May 20	North Carolina	Hunchback and Whitehead		
Schooner	Ella D	Salt	May 22	do	Whitehead		
Steamer	Elizabeth		May 29	Charleston	Keystone State and Jas. Adger	New York	Condemned.
Schooner	Emily	Salt	June 26	Wilmington	Mt. Vernon, Penobscot, Mystic, and Victoria.		Burnt.
Steamer	Emily	Assorted	July 7	Bull's bay	Restless and Flag	Philadelphia	Condemned.
Schooner	Emma	Salt, &c	July 23	Lat. 27°, long. 75°	Adirondack	do	
Schooner	Elizabeth	Cotton	July 5		Hatteras	Key West	Condemned.
Schooner	Eliza	Salt	Aug. 21	Charleston	Bienville	Philadelphia	Do.
Schooner	Elmira Cornelius	Assorted	Oct. 11	Bull's bay	Flag and Restless	do	Do.
Sloop	Eliza				Crocker's expedition		Burnt.
Armed sch'r.	Elmer		Aug. 12	Coast of Texas	Arthur		Do.
Schooner	Elias Reed	Cotton, rosin, &c	Nov. 5	Lat. 26°, long. 77°	Octorara	Key West	Condemned.
Schooner	Emma	Cotton, &c	Sept. 26	Velasco, Texas	Kittatinney	do	
Schooner	Emma Tuttle	Assorted	Nov. 3	New inlet	Mt. Vernon and Cambridge	Philadelphia	
Sloop	Ellen		Nov. 24	Indian river	Sagamore	Key West	Condemned.
Schooner	Exchange		Dec. 28	Rappahannock river	Anacostia		
			1863.				
Schooner	Emma Tuttle	Saltpetre	Jan. 27		Hope		Vessel unseaworthy; recaptur'd.
Schooner	Emily Murray	Merchandise	Feb. 9		Cœur de Lion	Washington	Vessel condemned; cargo restr'd.
Sloop	Elizabeth	Salt	June 28	Jupiter inlet	Saganore		Destroyed.
Steamer	Evansville		Feb. 12	Carson's landing	Conestoga and Duchess		
Sloop	Enterprise	Cotton	Mar. 8		Sagamore	Key West	Condemned.
Sloop	Express	Salt, &c	May 4	Coast of South Carolina	Chocura and Maratanza	Philadelphia	Do.
Schooner	Emma Amelia	Wines, &c	May 2	St. Andrew's bay, Fla.	Roebuck	Key West	
Sloop	Elias Beckwith	Assorted	April 23	Mobile	Pembina	do	

Steamer	Eugenie	do	May 6	do	R. R. Cuyler	do	Taken into naval service.
Sloop	Emeline	Cotton	May 16	At sea	Courier	New York	Condemned.
Schooner	Emily	General	May 21	Urbana, Va	Currituck, &c	Washington	Do.
Schooner	Echo	Cotton	May 31	Lat. 25°, long. 83°	Sunflower	Key West	
Steamer	Eagle		May 18	Lat. 25°, long. 77°	Octorara	do	
Steamer	Emma Bett		May —		Yazoo expedition		
Sloop	Evening Star	Cotton	May 29	Warsaw sound, Ga	Cimarron	New York	
Schooner	Elizabeth		June 14	Lat. 23°, long. 83°	Juniata	Key West	
Schooner	Emma	Assorted	June 19	Mosquito inlet	Para	Philadelphia	
Sloop	Emma	Tar, &c	July 3	Cedar keys	Fort Henry	Key West	
Steamer	Eureka		July 2	Commerce	Covington	Cairo	
Steamer	Emma	Cotton	July 24	Lat. 33°, long. 76°	Arago, army transport	New York	
Steamer	Elmira	Sugar, rum	July —	Red river	Red River expedition	Springfield	
Schooner	Excelsior	Cotton	July 13	Galveston	Katahdin	New Orleans	
Steamer	Elizabeth		Oct. —	Lockwood's Folly inlet			Destroyed.
			1861.				
Schooner	F. W. Johnson	Iron	June 1	Chesapeake bay	Union	Baltimore	Restored.
Brig	Forest King	Coffee	June 13	Key West	Mississippi	New York	Cargo released; ½ vessel condemned.
Schooner	Fanny	Bricks	June 23	Mississippi sound	Massachusetts	do	
Schooner	Falcon	General	July 5	Galveston	South Carolina	do	Condemned.
Schooner	Favorite		July 16	Eastern Shore, Md	Potomac flotilla		Wrecked.
Ship	Finland		Aug. 26	Apalachicola bay	R. R. Cuyler		Burnt.
Schooner	Falcon					Washington	
Schooner	Fanny Lee	Rice, &c	Nov. 6	St. Simon's island	St. Lawrence	Philadelphia	Condemned.
Schooner	Fairwind		Aug. 29		Quaker City	do	Do.
Schooner	Fashion	Green turtle	Nov. 29		Ethan Allen	Key West	Do.
Sloop	Florida		Dec. 11	Tumbalin light-house	South Carolina		
			1862.				
Steamer	Forrest		Feb. —	Roanoke island	Rowan's expedition		Destroyed.
Steamer	Fanny		do	do	do		Do.
Schooner	Floride	Coffee, &c	Mar. 10	Lat. 27° N., long. 84° W.	J. L. Davis	Key West	Condemned.
Schooner	Fairplay	Fish, &c	Mar. 12	Georgetown, S. C	Gem of the Sea	Philadelphia	Do.
Schooner	Floyd		April 2	Apalachicola	Mercedita and Sagamore		
Schooner	F. J. Capron		April 29		Potomac flotilla	Washington	
Schooner	Falcon	None	April	Potomac river	do		Abandoned.
Steamer	Florida	Cotton	April 6	St. Andrew's	Pursuit	Philadelphia	Condemned.
Schooner	Farren				Ethan Allen		Do.
Schooner	Flash	Salt, &c	May 2	Charleston	Restless	New York	
Steamer	Fashion	Cotton, &c	May 6		Hatteras		Burnt.
Bark	Fannie Laurie	Salt	Sept. 4	South Edisto	Shepherd Knapp	Philadelphia	Condemned.
Schooner	Fanny	do	Aug. 22	St. Simon's	Keystone State	do	Do.
Schooner	Frances	Powder, salt, &c	Oct. 23	Coast of Florida	Sagamore	Key West	Do.
Sloop	Flying Cloud		Dec. 29		Magnolia	do	
Sloop	Flying Fish		Dec. 30	do	do	do	Condemned.
			1863.				
Schooner	Five Brothers	Cotton	Mar. 16	Lat. 27° N., long. 77° W.	Octorara	do	
Schooner	Florida		Jan. 11			New York	Do.
Schooner	Florence Nightingale	Cotton	Jan. 13	Lat. 25° N., long. 77° W.	Tioga and Octorara	Key West	Do.
Sloop	Fashion	do	May 23	Apalachicola	Port Royal	do	
Sloop	Flying Cloud	None	June 2	Potomac river	Primrose		Sunk.
Schooner	Frolic	Cotton, &c	June 25	Chrystal river, Fla	Sagamore and Two Sisters	Key West	

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Boat	Florida	Cotton, &c	June 3	St. Mark's light	Stars and Stripes	Key West	
Schooner	Fashion	Salt, &c	June 13	Lat. 23° N., long. 83° W	Juniata	do	
Schooner	Flying Scud	Cotton	Aug. 12	Near Matamoras	Princess Royal		
Steamer	Fulton		Oct. 7	Red river	Black Hawk		
Steamer	Fanny	Assorted	Sept. 12	Near Pascagoula	Genesee	New Orleans	
Schooner	Florrie	Drugs, &c	Oct. 2	Near Matagorda	Bermuda	do	
Schooner	Friendship	Munitions of war	Oct. 10?	Off Rio Brazos	Tennessee		
			1861.				
Schooner	George M. Smith	Gun carriages, &c	April 24	Hampton roads	Cumberland	New York	Released.
Bark	General Green	Sugar, &c	June 4	Cape Henry	Quaker City	do	Condemned.
Ship	General Parkhill	Assorted	May 12	Charleston	Niagara	Philadelphia	Do.
Schooner	General Knox	Oak timber	June 25		Dawn	Washington	Released.
Schooner	George G. Baker	Assorted	July 6	Galveston	South Carolina	Philadelphia	Condemned.
Schooner	Georgiana		June 25		Dawn	Washington	Released.
Schooner	George B. Sloat		June 5	St. Mark's, Fla	Mohawk	Key West	
Steamer	Gipsey		June 24	Potomac river			
Schooner	Good Egg		Aug. 29	Rappahannock river	Daylight		
Schooner	Gypsey	Cotton	Dec. 28	Pascagoula	New London	New York	Condemned.
Schooner	Garonne	Tobacco	Dec. 30	Galveston	Santee	do	Do.
			1862.				
Schooner	Grace E. Baker	Cotton	Mar. 29	Coast of Cuba	R. R. Cuyler	Key West	Do.
Schooner	G. H. Smoot		Mar. 17	Potecay creek, N. C	Hunchback, &c	New York	Taken for use of government.
Schooner	Guide	Cotton, &c	April 19	Charleston	Huron	Philadelphia	Condemned.
Ship	Gondar	do	April 26	Capture of Fort Macon	Gemsbok	New York	Do.
Bark	Glenn	do	do	do	do	do	
Schooner	General C. C. Pinkney	Cotton, &c	May 6	At sea	Ottowa	do	Do.
Steamer	Governor A. Moulton	Provisions, &c	May 12	Berwick's bay	Hatteras		
Steamer	General Lovell		June 6	Memphis	Western flotilla		Sunk.
Steamer	General Beauregard	do	do	do	do		Blown up.
Steamer	General Price	do	do	do	do		Abandoned.
Steamer	General Bragg	do	do	do	do		
			1863.				
Bark	George Alban		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $7,500.
Steamer	Governor Mouton	do	do	do	do		Appraised at $4,000.
			1862.				
Sloop	G. L. Brockenborough	Cotton	Oct. 15	Apalachicola river	Fort Henry	Key West	Taken for use of government.
Sloop	Grapeshot	None	Nov. 6	Chesapeake bay	Teazer	Washington	Condemned.
Sloop	G. W. Green	Shoes, &c	Nov. 16		T. A. Ward	do	
Steamer	Governor Morton			St. John's river	Joint expedition		
			1863.				
Sloop	Goodluck	Assorted	Jan. 6	Cape Florida	Ariel	Key West	Do.
Schooner	Galena						
Schooner	George W. Grice	Assorted	Jan. 11				Released.

Schooner	Georgia	....do	....do				Do.
Schooner	General Taylor	Suspicious	Feb. 20	Chesapeake bay	Crusader and Mahaska	Philadelphia	
Schooner	Glide	Cotton	Feb. 23	Tybee creek	Marblehead and Passaic	....do	Condemned.
Steamer	Granite City	Assorted	Mar. 22	At sea	Tioga	New York	Do.
Steamer	Georgiana		Mar. 19	Charleston	Wissahickon		Burnt.
Steamer	Gertrude	Assorted	April 16	Eleuthera	Vanderbilt	New York	Condemned.
Schooner	Gipsey		Mar. 20	St. Joseph's bay	Ethan Allen	Key West	
Schooner	Golden Liner	Flour, sugar, &c	April 27	Morrell's inlet, S. C	Monticello		Destroyed.
Schooner	General Prim	Cotton	April 24	Gulf of Mexico	De Soto	Key West	
Steamer	Golden Age		May 24		Yazoo Pass expedition		Burnt.
Schooner	Glen	Cotton	June —	Lat. 35° N., long. 73° W.	Cambria	New York	Released.
Schooner	George	None	July 29	Caloosehatchee river	Gem of the Sea	Key West	
Schooner	General Worth	General	Aug. —	Lat. 24° N., long. 82° W.	Sunflower		
Schooner	Gold Leaf	None	Aug. 23		Jacob Bell	Washington	
			1861.				
Schooner	H. M. Johnson	Assorted	May 31	Near Cape Lookout	Perry		Released.
Schooner	Haxall			Hampton roads	Minnesota		Do.
Bark	Hiawatha		May 20	....do	....do	New York	Condemned.
Schooner	H. E. Spearing	Coffee	May 29	Mouth Mississippi river	Brooklyn	Key West	Released.
Brig	Hallie Jackson	Molasses	June 10	Savannah	Union	New York	Condemned.
Schooner	Herbert						
Brig	Herald	Naval stores	July 16	Coast North Carolina	St. Lawrence	Philadelphia	Do.
Sloop	H. Day			Potomac river	Thomas Freeborn		Restored.
Brigantine	Hannah Balch			Charleston	Wabash		Recaptured by rebels.
Schooner	H. Middleton	Turpentine, &c	Aug. 21	....do	Vandalia	New York	Condemned.
Schooner	H. C. Brooks	Cotton, &c	Sept. 9	Hatteras inlet	Naval expedition	....do	Vessel restored; cargo cond'd.
Schooner	Henry Nutt	Mahogany	....do	....do	....do	Philadelphia	
Schooner	Harriet P. Ryan	Rum, salt, &c	....do	....do	Pawnee	....do	Condemned.
Schooner	Harmony	Fish	April 24	Hatteras	Gemsbok	....do	Do.
Schooner	Harford	Wheat, &c	Sept. 18	Pope's creek, Md	Resolute	Washington	Released.
Steamer	Henry Lewis	Sugar, molasses, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler	New York	Condemned.
Schooner	Havelock	Cigars and coffee	Dec. 15	Cape Fear	Jamestown	Philadelphia	Do.
Boat	Henrietta		Nov. 13	Chincoteague	Louisiana		
			1862.				
Schooner	Harriet and Sarah		Mar. 14	Newberne, N. C	Rowan's expedition	Philadelphia	
Schooner	Henry Travers	Coffee, &c	Mar. 8	Lat. 28° N., long. 91° W.	Bohio	Key West	Do.
Steamer	Havana		June 5	Dead Man's bay	Isilda		
Arm'd sloop	Hannah		Aug. 12	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Hermosa	Drugs, &c	Oct. 30	Sabine river	Connecticut	Key West	Condemned.
			1863.				
Schooner	Hampton	Assorted	Jan. 13	Dividing creek, Va	Currituck	Washington	
Schooner	Harriet		Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	Hettiwan	Cotton	Jan. 21	Charleston	Ottowa	New York	Do.
Steamer	Home						
Sloop	Hortense	Assorted	Feb. 18	Lat. 29° N., long. 84° W.	Somerset, &c	Key West	
Sloop	Helen	Corn	Mar. 24		Naval expedition		Burnt.
Rebel armed steamer	Hart		April —	Berwick's bay	Estrella		Destroyed.
Schooner	Handy	Salt, &c	April 22	Lat. 26° N., long. 76° W.	Octorara	Key West	
Schooner	Harvest	Cotton	April 30	Lat. 28° N., long. 75° W.	Juniata	Washington	Condemned.
Schooner	Hunter	....do	May 17	Mobile	Kanawha, &c	Philadelphia	
Schooner	Helena		June 30	....do	Ossipee	New Orleans	

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Sloop	Henry Wolcott		June 22		Satellite	Washington	Released.
Schooner	Hattie	Cotton, &c	June 21	Coast of North Carolina	Florida	New York	
Schooner	Harriet		June 18	Lat. 28° N., long. 82° W.	Tahoma	Key West	
Bark	H. McGuin		July 18	Bay St. Louis	Vincennes and Clifton	New Orleans	
Steamer	Havelock (?)		June 10	Charleston	S. Atlantic Blockad'g Squadron		Burnt.
			1861.				
Schooner	Industry	Hay, &c	May 15	Hampton roads	Minnesota		Vessel released.
Schooner	Iris	Naval stores	May 27	....do	....do	Washington	Released.
Schooner	Island Belle	Sugar and molasses	Dec. 31	Bull's Island light	Augusta	Philadelphia	Do.
			1862.				
Schooner	Isabel or W. R. King	Sugar, &c	Feb. 1	Atchafalaya bay	Montgomery	Key West	Condemned.
Brig	Intended	Salt, &c	May 1	New inlet, N. C.	Jamestown	Philadelphia	Do.
Schooner	Ida	Assorted	July 12	Lat. 26° N., long. 76° W.	Mercedita	Key West	Do.
			1863.				
Schooner	Ida		Mar. 4	Charlotte harbor, Fla	J. S. Chambers	....do	
Schooner	Inez	Salt, &c	April 18	Indian River inlet	Gem of the Sea		Vessel destroyed.
Schooner	Isabel		May 18	Mobile	R. R. Cuyler		Burnt.
Brig	Isabella Thompson	Cotton, &c	June 19	Lat. 41° N., long. 67° W.	United States	New York	Released.
Sloop	Isabella	None	May 22	Wacassassa bay	Fort Henry	Key West	
			1861.				
Schooner	J. H. Etheridge	Tobacco	May 15	Hampton roads	Minnesota		Do.
Schooner	John Hamilton	None	July 5	....do	Daylight, &c	Washington	
Schooner	Jane Wright		Aug. 2	Potomac river	Thomas Freeborn		Destroyed.
Schooner	Julia	Drugs, &c		Beaufort, N. C.	Cambridge	Boston	Condemned.
Schooner	Joseph H. Toone	Arms, &c	Oct. 1	Barrataria bay	South Carolina	New York	Do.
Schooner	Judith		Sept. 13	Pensacola navy yard	Boat expedition from Colorado		Burnt.
			1862.				
Schooner	J. W. Wilder	Coffee, lead, &c	Jan. 20	Mobile bar	R. R. Cuyler	New York	Condemned.
Schooner	Julia	Cotton	Jan. 24	New Orleans	Mercedita, &c		Destroyed.
			1861.				
Bark	Jorgen Lorentzen	None	Dec. 26	Lat. 6° N., long. 37° W.	Morning Light	New York	
Schooner	Jane Campbell	Assorted	Dec. 14	Beaufort, N. C.	State of Georgia	....do	Released.
			1862.				
Schooner	Joanna Ward	....do	Feb. 24	Lat. 30° N., long. 80° W.	Harriet Lane	....do	Condemned.
Schooner	J. J. McNeil	Coffee, &c	Jan. 25	Corpus Christi	Arthur	....do	Do.
Schooner	Julia Worden	Rice, corn, &c	Mar. 27	Cape Roman passage	Restless	Philadelphia	Do.
Schooner	Jesse J. Cox	Cotton, &c	Mar. 25	Mobile	Cayuga		Taken by General Butler.
Schooner	Julia	....do	May 11		Kittatinny	Key West	Condemned.
Schooner	Jane	Pig lead, &c	May 3	Lat. 26° N., long. 83° W.	R. R. Cuyler	....do	Do.
Steamer	Jeff. Thompson		June 6	Memphis	Western flotilla		Sunk.
Sloop	Jeff. Davis		Mar. 14	Newbern	Vessels in sounds of N. Carolina	New York	Condemned.
Schooner	John	Corn	April 8	Pasquotank river, N. C	Commodore Perry, &c	....do	Do.
Schooner	J. J. Crittenden	None	April 10	Newtogan creek, N. C.	....do	....do	Do.

Schooner	James Norcon	Corn	Mar. 28	Little river, N. C.	Shawsheen, &c	do	Do.
Brig	Josephine	Cotton	July 28	Ship island, Miss.	Hatteras	Philadelphia	Do.
Schooner	John Gilpin	do		Mississippi sound	Katahdin	New York	Do.
Sloop	John Thompson	Turpentine	Sept. 2		Restless		
Schooner	J. C. Rozer	Salt	Dec. 3	Wilmington	Cambridge	Philadelphia	
			1863.				
Sloop	Julia	Salt	Jan. 8	Jupiter inlet	Sagamore	Key West	Do.
Sloop	John C. Calhoun	Contraband	Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	J. C. McCabe		Jan. 18	James river	Zouave	Washington	Do.
Schooner	John Williams	Iron, &c	Mar. 19	Lat. 26° N., long. 76° W.	Octorara	Key West	
Steamer	J. D. Clark		April 8	Red river	Hartford		
Schooner	Joe Flanner	Assorted	April 24	Mobile	Pembina	Key West	
Schooner	Juniper	do	May 4	do	Kanawha	do	
Sloop	Jane Adelie	Cotton	April 24	Gulf of Mexico	De Soto	do	
Sloop	Justina	do	April 23	Lat. 28° N., long. 78° W.	Tioga		Vessel abandoned.
Steamer	John Walsh		May 24		Yazoo Pass expedition		Burnt.
Sloop	John Wesley	Cotton	June 16	Lat. 28° N., long. 83° W.	Circassian	Key West	
Schooner	Julia			Lat. 25° N., long. 76° W.	Tioga	do	
Steamer	James Battle	Cotton	July 17		De Soto, &c	do	
Schooner	J. T. Davis	do	Aug. 10	Rio Grande	Cayuga	New Orleans	
Steamer	Juno	Assorted	Sept. 22	Off Wilmington, N. C.	Connecticut	Boston	
Schooner	Jenny	154 bales of cotton	Oct. 6	Off Rio Grande	Virginia	New Orleans	
			1862.				
Schooner	Kate	Salt	April 2	Wilmington	Mount Vernon		Scuttled.
Schooner	Kate	Salt, &c	Dec. 27	St. Mark's river	Roebuck	Key West	Condemned.
			1863.				
Schooner	Kate	Assorted	Feb. 25		Potomac flotilla	Washington	
Sloop	Kate	Cotton	May 28	Point Isabel light	Brooklyn	Key West	
Sloop	Kate	Assorted	June 23	Indian river	Pursuit	do	
Steamer	Kate	None	Aug. 1	New Inlet, N. C	James Adger, &c	New York	
Steamer	Kate Dale		July 14		R. R. Cuyler	Philadelphia	Do.
Steamer	Kaskaskia				Mississippi squadron	Springfield	
			1861.				
Schooner	Laurie	Wood	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Lynchburg	Coffee	May 30	Chesapeake bay	Quaker City	New York	Condemned.
Schooner	Louisa	Lumber	July 4	Galveston	South Carolina		Released.
Sloop	Leon		July 25	Potomac river	Thomas Freeborn		Do.
Schooner	Louisa		Aug. 11	Cape Fear river	Penguin		Wrecked.
Schooner	Louisa Agnes	Fish	Sept. 9	Beaufort, N. C.	Cambridge	New York	Condemned.
Schooner	Lida	Coffee, cigars, &c	Dec. 1	Off St. Simonds	Seminole	Philadelphia	Do.
			1862.				
Schooner	Lizzie Weston	Cotton	Jan. 19		Itasca	New York	Do.
Propeller	Labuan	do	Feb. 1	Boca Chica	Portsmouth	do	Released.
Schooner	Lynnhaven		Feb. 10	Elizabeth City, N. C.	Delaware		Taken for use of government.
Schooner	Lion	Coffee, powder, &c	Feb. 25	Lat. 26° N., long. 93° W.	Kingfisher	Key West	Condemned.
Schooner	Lizzie Taylor		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Lydia and Mary	Rice and corn	Mar. 29	Cape Roman passage	Restless	Philadelphia	Condemned.
Schooner	Lookout	Corn	April —	Potomac river	Potomac flotilla	Washington	
Sloop	Lafayette	Cotton	April 4		Pursuit		Foundered.
Schooner	Liverpool		April 10	Georgetown	Keystone State		Burnt.
Steamer	Lewis Whitemore		May 6		Colorado	Key West	
Schooner	Lucy C. Holmes	Cotton	May 27	At sea	Santiago de Cuba	New York	Condemned.

Statement of vessels captured or destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Lion	Shingles	Mar. 28	Pantago creek, N. C.	Delaware	Philadelphia	Condemned.
Schooner	La Criolla	Assorted	May 29	Charleston	Bienville	do	Do.
Steamer	Little Rebel		June 6	Memphis	Western flotilla		Abandoned.
Schooner	Louise	Cotton	June 19		Albatros	Boston	Condemned.
Steamer	Landis		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $20,000.
Schooner	Lucy	Cotton, &c	June 20	Lat. 29° N., long. 83° W.	Beauregard	Key West	Condemned.
Brig	Lilla	Drugs, &c	July 3	Hole in the Wall	Quaker City	Boston	Vessel restor'd; cargo condem'd.
Sloop	L. Rebecca	Sugar, &c	June 21		Bohio		
Sloop	Lizzie	Assorted	Aug. 2	Coast of North Carolina	Penobscot	New York	Condemned.
Steamer	Lodona	Salt, &c	Aug. 4	Ossabaw sound	Unadilla	Philadelphia	Do.
Schooner	Lonely Bell	Corn	Mar. 21	Powell's Point	General Putnam		Transferred to the army.
Schooner	Louisa	Assorted	Aug. 23	Charleston	Bienville and Pembina	Philadelphia	Condemned.
Bark	La Manche	Tobacco	do	Lat. 38° N., long. 69° W.	Ino	Boston	Released.
Schooner	Lavinia	Turpentine	Aug. 27	Lat. 27° N., long. 76° W.	Santiago de Cuba	Key West	Condemned.
Schooner	Lilly	Powder, &c	Aug. 31	At sea	W. G. Anderson	do	Do.
Schooner	Levi Rowe	Salt	Nov. 30	New inlet	Mt. Vernon	New York	Do.
			1863.				
Steamer	Little Magruder		Jan. 8	White House	Mahaska, &c		Destroyed.
Schooner	Lightning	Assorted	Mar. 15		Bienville	Philadelphia	
Sloop	Laura Dudley	do	April 27	Lat. 27° N., long. 86° W.	McClellan	Key West	
Schooner	Ladies' Delight	do	May 14	Urbana, Va.	Currituck, &c	Washington	Condemned.
Schooner	Linnet	do	May 21	Lat. 26° N., long. 84° W.	Union	Key West	
Steamer	Lady Walton		June —	White river	Naval boat expedition	Springfield	
Steamer	Lizzie	Assorted	July 15	Lat. 27° N., long. 75° W.	Santiago de Cuba	Philadelphia	Condemned.
Schooner	Lady Maria	Cotton	July 6	Bay Port, Fla.	De Soto and others	Key West	
Steamer	Louisville			Red river	Red river expedition		Taken into service.
Sloop	Last Trial	Salt	Oct. —		Beauregard	Key West	
Steamer	Lizzie Davis	Lead, &c	Sept. 16	Lat. 25° 58′ N., long. 85° 11′ W.	San Jacinto		
Steamer	Leviathan		Sept. 22	Off Southwest Pass	De Soto	New Orleans	
			1861.				
Schooner	Mary and Virginia	Coal	May 4	Hampton Roads	Cumberland		Vessel released.
Schooner	Mary Willis	Tobacco	May 14	do	Minnesota		Released.
Schooner	Mary	do	May 15	do	do		Do.
Schooner	Mary Clinton	Rice, &c	May 30	Mouth of Mississippi	Powhatan	New York	
Schooner	McCanfield	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Mary	None	July 13	North Carolina	Romoke		Destroyed.
Schooner	Monticello		July 26	Rappahannock river	Daylight		Restored.
Longboat	Morning Star			Potomac river	Freeborn	Washington	
Schooner	Mary Alice		Aug. 3		Wabash	New York	$2,128 57 salvage awarded b the court.
Bark	Maco	Coffee	Sept. 5	Mouth of Mississippi	Brooklyn and St. Louis	Philadelphia	Condemned.
Schooner	Mary Wood	Salt, &c	Sept. 9	Hatteras inlet	Pawnee	do	Do.

			1862.			....do	Do.
Schooner	Major Barbour	Powder, &c	Jan. 28	Racoon Point, La	De Soto	New York	Do.
Schooner	Mars	Salt	Feb. 5	Fernandina	Keystone State	....do	Do.
			1861.				
Schooner	Mary E. Pindar		Sept. 22		Gemsbok		Never reached port.
			1862.				
Sloop	Mary Lewis		Jan. 25	Mantle river, Fla	Kingfisher and others		
Sloop	Margaret, *alias* William Henry.	Cotton	Feb. 6	Isle au Briton	Sciota	Key West	Condemned.
Steamer	Magnolia	....do	Feb. 19	Pass à l'Outre	Brooklyn and others	....do	Do.
Pilot boat	Mary Olivia		April 2	Apalachicola	Mercedita, &c		Burnt.
Schooner	Monterey	None	April —	Potomac river	Potomac river	Washington	
Schooner	Mersey	Salt, coffee	April 26	Lat. 31° N., long. 79° W.	Santiago de Cuba	New York	Condemned.
Schooner	Maria	Salt, cigars, &c	April 30	Charleston	....do	....do	Do.
Schooner	Magnet	Cotton		Fernandina	DuPont's expedition		
Schooner	Mary Teresa	Drugs, &c	May 10	Charleston	Unadilla	New York	Condemned.
Schooner	Magnolia	Cotton	May 1	Berwick bay	Hatteras	Key West	Do.
Sloop	Monitor		June —	Piankatank river	Anacostia	Washington	Released.
Ship	Metropolis		....do	New Orleans	Admiral Farragut's fleet		Appraised at $27,000.
Ship	Milan		....do	....do	....do....do		Appraised at $24,000.
Schooner	Mary Stewart	Salt, &c	June 3	Santee river	Gem of the Sea	New York	Condemned.
Schooner	Morning Star	Salt, acids, &c	June 27	Frying Pan shoals	Bienville	Philadelphia	Do.
Steamer	Memphis	Cotton, resin	July 31	At sea	Magnolia	New York	Do.
Schooner	Mail		Aug. 1		Freeborn		
Schooner	Mary Elizabeth	Salt, fruit, &c	Aug. 24	Wilmington	Stars and Stripes, &c	Philadelphia	Condemned.
Schooner	Monte Christo	Cotton	July 10	Coast of Texas	Arthur		Vessel destroyed by the rebels.
Schooner	Mary Ann				Kensington, &c		Burnt.
Sloop	Mustang		Feb. —	Coast of Texas	Arthur		Abandoned.
Schooner	Maria	Assorted	Nov. 12	Sabine Pass	Kensington, &c	Key West	Condemned.
		10,170 gallons molasses	Dec. 3	Baton Rouge	Essex		
Schooner	Mary Grey		Dec. 19		F. A. Ward	Washington	
Schooner	Mont Blanc	Salt	Dec. 25	Bahamas	Octorora		Restored.
			1863.				
Sloop	Music		Jan. 22	Chuckatuck creek	Commodore Morris		
Sloop	Mercury	Turpentine	Jan. 4	Charleston	Quaker City	New York	Condemned.
Schooner	Matilda			Matagorda bay	Henry Janes, &c		Wrecked.
Schooner	Margaret	Cotton	Feb. 1	Lat. 27° N., long. 83° W.	Tahoma, &c	Key West	Condemned.
Steamer	Moro	Pork, salt, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Mail		Feb. 23		Potomac flotilla		Released.
Brig	Minna	Salt, drugs, &c	Feb. 18	Shallot inlet	Victoria	New York	Condemned.
Brig	Magicienne		Jan. 28	Lat. 22° N., long. 28° W.	Onward		
Schooner	Mary Jane	Salt, soap, &c	Mar. 24	Wilmington	State of Georgia, &c	New York	Condemned.
Schooner	Minnie	Cotton	April 6	Lat. 26° N., long. 82° W.	Huntsville	Key West	
Schooner	Mattie	Coffee, salt, &c	April 13	Lat. 23° N., long. 83° W.	Annie	....do	
Schooner	Maggie Fulton	General	April 8	Indian River inlet	Gem of the Sea	....do	
Brig	Minnie	Salt	April 20	Bull's bay	Lodona	Philadelphia	
Schooner	Major E. Willis		April 19	Charleston	Powhatan	....do	Condemned.
Schooner	Martha Ann	Assorted	April 24	Chesapeake bay	Western World, &c	Washington	Do.
		Lot of merchandise	May 13–14	Urbana, Va	Currituck, &c	....do	
Schooner	Maria Bishop	Cotton	May 17	At sea	Courier	New York	
Schooner	Mignionette	Sutlers' stores	May 19	Piney Point	Sophronia	Washington	

Statement of vessels captured or destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
		$10,455	June 1	Lawson's bay, Va	Primrose, &c	Washington	
Schooner	Mississippian	Cotton	May 19	Gulf of Mexico	De Soto	Key West	
Steamer	Mobile			Yazoo City	Yazoo Pass expedition		Burnt.
Steamer	Magnolia				do do		Destroyed.
Schooner	Mary Jane		June 18	Clearwater harbor	Tahoma		Do.
Schooner	Miriam	Cotton	do	Brazos Santiago	Itasco		
Steamer	Merrimack	Turpentine, &c	July 24	New inlet, N. C	Iroquois	New York	Taken into naval service.
Steamer	Massachusetts		July 2	Baltimore, Md	Yankee	Fort McHenry	
Sloop	Music	Assorted	Sept. 17	Potomac river	Adolph Hugel	Washington	
Steamer	Montgomery	do	Sept. 13	Lat. 28° 32′ N., long. 89° 12′ W.	De Soto	New Orleans	
Schooner	Mack Canfield	Cotton	Aug. 25	Rio Grande	W. G. Anderson	do	
Schooner	May	Cargo of			Cœur de Lion, &c	Washington	Condemned.
			1861.				
Ship	North Carolina	In ballast	May 14	Hampton Roads	Minnesota	New York	Do.
Brig	Nahum Stetson	Specie, $2,000	June 19	Mouth Mississippi river.	Brooklyn, &c	Key West	Do.
			1862.				
Schooner	Napoleon	Cotton, &c	Mar. 14	Newburn	Rowan's expedition	New York	Do.
Schooner	New Island		April 2	Appalachicola	Mercedita, &c		Burnt.
Schooner	Newcastle	Turpentine, &c	May 11	Lat. 23° N., long. 83° W.	Bainbridge	Key West	Condemned.
Sloop	New Eagle	Cotton	May 15	Coast Cuba	Sea Foam	New York	Do.
Steamer	Nassau	Rifles, &c	May 28	Wilmington	State of Georgia, &c	do	Do.
Brig	Napier	Salt	July 29	do	Mount Vernon, &c	Philadelphia	Do.
Schooner	Nathaniel Taylor		April 8	Pasquotank river, N. C.	Commodore Perry, &c	New York	Do.
Schooner	Nellie	Drugs, &c	Sept. 23	Ossabaw sound, Ga	Alabama	Philadelphia	Do.
Schooner	Nonsuch	Coffee, &c	Dec. 1	Bahama Banks	Tioga	Key West	Do.
Steamer	Neustra Sonora de Regla		do	Port Royal	General Sherman, &c		Restored.
Steamer	Naniope	Sugar, &c	do		Diana		
			1863.				
Steamer	Nashville		Feb. 28	Fort McAllister	Montauk		Burnt.
Steamer	Nicolai 1st	Ammunition, &c	Mar. 21	Cape Fear river	Victoria, &c	New York	Condemned.
Sloop	Neptune	Cotton	April 19	Charleston	South Atlantic Block. Squadron.	do	
Schooner	Nellie	do	Mar. 29	Port Royal	South Carolina	do	
Schooner	New Year	Cotton, &c	April 26	Tortugas	Sagamore	Key West	
Schooner	Nymph	General	April 22	Coast of Texas	Rachel Seaman	New York	
Steamer	Natchez				Yazoo Pass expedition		Destroyed.
Schooner	Nanjemoy	None	July 15	Cone river	Yankee	Washington	
Steamer	Nita	Pork, beef, &c	Aug. 17	Gulf of Mexico	De Soto	Key West	
Steamer	Neptune		June 14	Lat. 25° N., long. 85° W.	Lackawanna	New York	Taken into naval service.
			1861.				
Bark	Octavia		May 16	Hampton Roads	Star		Released.
Schooner	Olive Branch	Turpentine	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Ocean Wave	Coffee	Sept. 9	Hatteras Inlet	Pawnee	Philadelphia	Condemned.

Pungy	Ocean Wave		July 18	Potomac river	Resolute	Washington	
Schooner	Olive	Lumber	Nov. 22	Mississippi sound	New London, &c	New York	Do.
Sloop	Osceola	None	Dec. 9	....do	....do	....do	Do.
			1862.				
Schooner	Olive Branch	Turpentine	Jan. 21	Coast of Florida	Kingfisher, &c	Key West	Do.
Schooner	Ocilla		Jan. 10	Cedar Keys	Hatteras		Destroyed.
Sloop	O. K		Feb. —	....do	Santiago de Cuba		Swamped.
Steamer	Old North State		Mar. 14	Newbern	Rowan's expedition		Taken for use of government.
Sloop	Octavia	None	April 2	Appalachicola	Mercedita	Key West	Condemned.
			1863.				
Barkantine	Ocean Eagle		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $9,000.
			1862.				
Schooner	Orion	Assorted	July 24	Lat. 22° N., long. 87° W.	Quaker City	Key West	Condemned.
Steamer	Ouachita	Arms, &c	Oct. 14	Coast of Carolina	Memphis	New York	Do.
Schooner	Orion		Dec. —		Calhoun		
			1863.				
Schooner	Odd Fellow	Turpentine, &c	April 15	Little River inlet, N. C.	Monticello	New York	Do.
Schooner	Oliver S. Breeze		May 16	Anclote Key	Two Sisters		
Steamer	Oconee	Cotton	Aug. —	Near Savannah			Sunk.
			1861.				
Bark	Pioneer	Salt	May 25	Hampton roads	Minnesota	New York	Condemned.
Ship	Perthshire	Cotton	June 9	Gulf of Mexico	Massachusetts		Released.
Bark	Pilgrim	Liquor	June 7	Pass à l'Outre	Brooklyn	Key West	Cargo restored.
Schooner	Petrel	None	July 28	Charleston	St. Lawrence		Destroyed.
Schooner	Prince Leopold		Aug. 22	New York	Collector of the port	New York	Condemned.
Schooner	Prince Alfred	Rum, sugar, &c	Sept. 28	Hatteras inlet	Susquehanna	Philadelphia	Do.
Schooner	Prince of Wales	Salt and oranges	Dec. 24	Georgetown	Gem of the Sea		
			1862.				
Schooner	P. A. Sanders		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Palma		... do	....do	....do	New York	
Sloop	Pioneer		Feb. 20	Rio Grande	Portsmouth		Destroyed.
Schooner	President	Cotton	Mar. 16	Mississippi river	Owasco	Key West	Condemned.
Steamer	P. C. Wallis	Rosin, pitch, &c	April 4	Pass Christiana	Hatteras, &c		Taken by General Butler.
Sloop	Poody	Assorted	May 17	Vermillion bay	Hatteras	New Orleans	
Steamer	Patras	Powder, arms, &c	May 26	Charleston	Bienville	New York	Condemned.
Schooner	Providence	Salt, cigars, &c	May 29	....do	....do	Philadelphia	Do.
Schooner	Princeton	Drugs, &c	June —	Tortugas banks	Susquehanna	Key West	Do.
Schooner	Planter		May 7	Pamunkey river	Currituck	Washington	
Steamer	Post Boy		Mar. 14		Vessels in sounds of N. Carolina		
Schooner	Pathfinder		Nov. 2		Penobscot		Destroyed.
			1863.				
Sloop	Potter	Oysters, &c	June 3	Potomac river	Currituck		Released.
Schooner	Pride	Salt, drugs, &c	June 21	Frying Pan shoals	Chocura	Washington	Condemned.
Steamer	Pearl		June 20		Tioga	Key West	
Steamer	Princess Royal	Assorted	June 29	Charleston	Unadilla, &c	Philadelphia	Do.
Steamer	Peterhoff	....do	Feb. 25	St. Thomas	Vanderbilt	New York	Do.
Sloop	Petee	Salt	Mar. 10		Gem of the Sea		Destroyed.
Schooner	Pacifique		Mar. 27	St. Mark's	Stars and Stripes		Restored.
Schooner	Pushmataha	Cotton	June 13	Tortugas	Sunflower	Key West	
Steamer	Planter	Cotton, &c	June 15	Lat. 27° N., long. 86° W.	Lackawanna		

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Sloop	Pointer	Assorted	Oct. 31		Reliance	Washington	Condemned.
Boat	Prize		Dec. 20		Octorara	Key West	Do.
			1863.				
Ram	Queen of the West		April —	Red river, Ark	Estrella, &c		Destroyed.
			1861.				
Schooner	Ring Dove	Iron, &c	July 16	Eastern Shore, Md	Potomac flotilla		Released.
Sloop	Richard Lacey	Wood		Potomac river	Thomas Freeborn	Washington	
Schooner	Remittance	Tobacco, &c	Aug. 28	do	Yankee	do	
Schooner	Revere	Salt, fish, &c	Sept. 10	Beaufort, N. C	Cambridge	Boston	Condemned.
Schooner	Reindeer	Salt			Dart		Scuttled.
Armed rebel schooner	Royal Yacht	Fire-arms	Nov. 7	Galveston	Expedition from Santee		Vessel burnt.
			1862.				
Sloop	Rattler		Jan. 10	Cedar keys	Hatteras		Destroyed.
Schooner	Rose	Cotton	April 2	Apalachicola	Mercedita, &c	Key West	Condemned.
Schooner	Reindeer	None	April 20	Potomac river	Potomac flotilla		Abandoned.
Schooner	R. C. Files	Cotton	do	Mobile	Kanawha	Key West	Condemned.
Schooner	Rebecca	Salt	May 29	Charleston	Bienville	Philadelphia	Do.
Schooner	Rowena	Lead, &c	June 6	Stono inlet	Pawnee and others	do	Do.
Schooner	Richard O. Bryan	Drugs, &c	June 4	Coast of Texas	Rhode Island	Boston	Do.
Schooner	Resolution	Wood	April 4	Pass Christian	Hatteras		Transferred to the army.
Schooner	Reindeer	Cotton	July 9	Coast of Texas	Arthur	New York	Condemned.
Steamer	Reliance	do	July 21		Huntsville	Key West	Do.
Schooner	Rambler	do	Sept. 9	Lat. 28° N., long. 94° W.	Connecticut	Ship island	
Schooner	Rising Sun		Sept. 5		Wyandank	Washington	Do.
Schooner	Revere	Salt, &c	Oct. 11	Cape Fear river	Monticello, &c	New York	Do.
Brig	Robert Bruce	Shoes, &c	Oct. 22	Shallot inlet, N. C	Penobscot	do	Do.
Schooner	Reindeer	Cotton	Sept. 17		W. G. Anderson	do	Do.
Schooner	Racer	Salt	Oct. 30	New inlet, N. C	Daylight		
			1863.				
Schooner	Rising Dawn	Salt	Jan. 10		Octorara	Key West	Released.
Sloop	Richards	Salt, coffee, &c	Feb. 1	Bocos Grande	Two Sisters	do	
Schooner	Rowena				New Era		
Steamer	Rose Hamilton		Feb. 12	Carson's Landing	Conestoga, &c		
Sloop	Relanpago	Coffee, &c	Mar. 4	Charlotte harbor, Fla	J. S. Chambers	Key West	
Sloop	Rosalie	Assorted	Mar. 16	Lat. 26° N., long. 76° W.	Octorara	do	Condemned.
Sloop	Ranger	Powder, &c	Mar. 25	Crystal river	Fort Henry, &c	do	
Schooner	Rising Dawn	Salt, &c	do	New inlet	Mount Vernon, &c	New York	Do.
Schooner	Royal Yacht	Cotton	April 15	Galveston	W. G. Anderson	Key West	
Schooner	Ripple	do	May 18	Mobile	Kanawha	do	
Schooner	Rapid	do	April 24	Gulf of Mexico	De Soto	do	
Steamer	R. J. Lockland		May 24		Yazoo Pass expedition		Burnt.
Ram	Republic			Yazoo City	do		Do.

Sloop	Richard Vaux	Old iron, &c	June 20	Potomac river	Primrose	Washington	
Schooner	Rebekah		June 18	Lat. 27° N., long. 83° W.	J. S. Chambers	Key West	
Sloop	Relempago	Assorted	July 14	Lat. 25° N., long. 82° W.	Jasmine	do	
Schooner	Revenge	Sugar, &c	July 21	Calcasieu	Owasco		Destroyed.
Schooner	Renshaw		July —	Washington, N. C	Louisiana		
Sloop	Richard	Cotton	Aug. 31	Charlotte harbor	Gem of the Sea	Key West	
Schooner	Robert Knowles		Sept. 15		Cœur de Lion	Washington	
			1861.				
Schooner	Soledad Cos	Coffee	Sept. 11	Galveston	South Carolina	New York	Condemned.
Schooner	Sarah and Mary	Coal	May 1	Hampton roads	Cumberland		Vessel released.
Bark	Star	Tobacco	May 17	do	Minnesota	New York	
Schooner	Savannah	None	June 3	Charleston	Perry	do	Condemned.
Bark	Sallie Magee	Coffee, &c	June 26	Hampton roads	Quaker City	do	Do.
Schooner	Sally Mears		July 1	do	Minnesota	Washington	Do.
Schooner	Sam Houston	In ballast	July 7	Galveston	South Carolina		
Schooner	Shark	Assorted	July 4	do	do	New York	Do.
Bark	Solferino		June 26	Rattlesnake shoals	Vandalia, &c		Released.
Schooner	Sarah Starr	Turpentine	Aug. 3	Wilmington	Wabash	New York	Condemned.
Schooner	Susan Jane	Assorted	Sept. 10	Hatteras inlet	Pawnee	Philadelphia	Do.
Schooner	San Juan	Salt, sugar, &c	Sept. 28	do	Susquehanna	do	Do.
Schooner	Specie	Rice	Oct. 12	Lat. 31° N., long. 80° W.	Dale	do	Do.
Steamer	Salvor	Arms, &c	Oct. 13	Tortugas	Keystone State	do	Do.
Schooner	Somerset		June 8	Maryland	Resolute		Destroyed.
Schooner	S. T. Garrison				Louisiana		Released.
Schooner	Sarah and Caroline	Turpentine	Dec. 11	St. John's river	Bienville	New York	Condemned.
			1862.				
Schooner	Stephen Hart	Arms, &c	Jan. 29	Lat. 24° N., long. 82° W.	Supply	New York	Do.
Schooner	Stag		Jan. 10	Cedar keys	Hatteras		Destroyed.
Schooner	Star		Feb. 8	Bayou Lafourche	De Soto		
Steamer	Sea Bird		Feb. —	Roanoke island	Rowan's expedition		Do.
Schooner	Spitfire		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Sarah A. Falconer		Mar. 14	Newbern	Rowan's expedition	New York	
Schooner	Sarah Ann	Corn	April —	Potomac river	Potomac flotilla		Abandoned.
Schooner	Sidney C. Jones	None	do	do	do		Do.
Schooner	Sea Foam	Assorted	do	do	do		
Schooner	Southern Independence	Cotton, &c	April 10	Off Mobile	Kanawha	Boston	Condemned.
Schooner	Sarah		May 1	Bull's bay	Onward		Burnt.
Steamer	Stettin	Saltpetre, drugs, &c	May 24	Charleston	Bienville	New York	Condemned.
Steamer	Swan	Cotton and rosin	do	Lat. 23° N., long. 82° W.	Bainbridge, &c	Key West	Do.
Sloop	Sarah	Cotton	May 15	Coast of Cuba	Sea Foam	New York	Do.
Steamer	Sovereign		June 5	Memphis	Western flotilla		
Steamer	Sumter		June 6	do	do		
Steamer	St. Charles		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $17,000.
Steamer	Sallie Robinson		do	do	do		Appraised at $20,000.
Schooner	Sereta		June 14	Shallow inlet, N. C	Penobscot		Burnt.
Steamer	Sarah	Cotton	June 20	Charleston	Keystone State, &c	Philadelphia	Condemned.
Steamer	Sarah	Sugar, &c	June 3	Berwick bay	Hatteras	Key West	Do.
Steamer	Susan Ann Howard		March 14	Newbern	Vessels in sounds of N. Carolina		Taken for use of government.
Steamer	Scuppernong	Lumber	June 9	Indian Town, N. C	General Putnam		
Steamer	Sabine		April 19			Washington	
Steamer	S. C. Jones		Aug. 11			do	Released.
Steamer	Southerner		Sept. 22	Cone river	Wyandank	do	

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Steamer	Sunbeam	Arms, &c	Sept. 28	New inlet, N. Carolina	State of Georgia, &c	New York	Condemned.
Sloop	Swan		Feb. —	Coast of Texas	Arthur		Abandoned.
Steamer	Scotia	Assorted	Oct. 24	Bull's bay	Restless	New York	Condemned.
Bark	Sophia		Nov. 4	Masonborough inlet	Daylight, &c		
Sloop	S. W. Green		Nov. 16		T. A. Ward	Washington	Do.
Steamer	Southern Merchant	Sugar, &c	Dec. —		Diana		
			1863.				
Schooner	Silas Henry		Jan. 8		Tahoma	Key West	Do.
Bark	Stonewall	None	Feb. 20	Point Rosa, Florida	Julia, &c	do	Do.
Schooner	Springbok	Assorted	Feb. 3	Lat. 25° N., long. 73° W.	Sonoma	New York	Do.
Schooner	Sue	Salt, &c	Mar. 30	Little River inlet	Monticello	do	Do.
Schooner	Surprise	Cotton	Mar. 13	Lat. 26° N., long. 83° W.	Huntsville	Key West	Do.
Steamer	St. John's	Assorted	April 18	Cape Romain inlet	Stettin	Boston	Do.
Schooner	St. George		April 22	Fort Fisher, N. C	Mount Vernon, &c	New York	
Schooner	Samuel First	None	May 6	Potomac river	Dragon		Released.
Schooner	Sarah Lavinia	do	May 8	Curritoman river	Primrose	Washington	Condemned.
Schooner	Sea Bird		May 13	Lat. 29° N., long. 87° W.	De Soto	Key West	
Schooner	Sea Lion	Cotton	May 9	Mobile	Aroostook, &c	do	
Sloop	Secesh	Cotton, &c	May 15	Charleston	Canandaigua	Philadelphia	Do.
Steamer	Scotland		May 24		Yazoo Pass expedition		Burnt.
Steamer	Star of the West				do		Sunk.
Schooner	Star	None	May 30	Brazos St. Jago	Brooklyn	Key West	
Schooner	Sea Drift	Drugs, &c	June 22	Matagorda island	Itasca	do	
Schooner	Statesman		June 6	Tampa, Florida	Tahoma	do	
Schooner	Sarah		May 28	Great Wicomico	Satellite		Destroyed.
Sloop	Southern Star	Turpentine	Aug. 6	St. Martin's reef	Fort Henry	Key West	
Schooner	Southern Rights	Assorted	Aug. 8	Gilbert's bar	Sagamore		
Schooner	Shot	do	do	do	do	Key West	
Steamer	Sir Wm. Peel	Cotton	Aug. —	Off Rio Grande	Seminole	New Orleans	
Steamer	St. Mary's			Yazoo City	Mississippi squadron		Taken into naval service.
Steamer	Spaulding	Assorted	Oct. 8	Lat. 31° N., long. 80° 20′ W.	Union	Philadelphia	
			1861.				
Schooner	Theresa C	Cotton	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Tropic Wind		May 20	do	Minnesota		Released.
Schooner	Tros Freres	Iron	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Tom Hicks	Lumber	July 9	Galveston	South Carolina		Vessel sunk.
Schooner	T. J. Chambers	do		do	do	Pensacola	
Schooner	Teaser		July 5	Potomac river	Dana		Released.
Sloop	T. J. Evans	Pistols, &c	Sept. 1	Chesapeake bay	do	Washington	Do.
Ship	Thomas Watson	Salt	Oct. 15	Charleston	Roanoke, &c		Burnt.
Sloop	T. W. Riley		Nov. 6	Rappahannock river	Cambridge		Do.

			1863.				
Spanish b'rk	Teresita	Assorted	Jan. 30	Yucatan bank	Kingfisher	Key West	
Schooner	Theo. Stoney	Rice	Feb. 14	Bull's bay	Restless		Do.
Steamer	Tennessee		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $96,000.
Steamer	Tubal Cain	Contraband	July 24	Lat. 31° N., long. 78° W.	Octorara	New York	Condemned.
Schooner	Telegraph						
Tug	Teaser		July 14	James river	Maratanza		Taken for use of government.
Schooner	Troy	Cotton	Aug. 13	Sabine Pass	Kensington	New York	Condemned.
Sloop	Thomas Reilly		Oct. —	Quantico creek	Freeborn	Washington	Do.
Schooner	Two Sisters	Gunny bags, &c	Sept. 21	Rio Grande	Albatross	Key West	Do.
Schooner	Theresa	Salt, &c	Sept. 4	Lat. 28° N., long. 93° W.	W. G. Anderson	do	Do.
Schooner	Trier	General	Oct. 28		Sagamore	do	Do.
	Tobacco, 4 boxes			Mobjack bay	Crusader		Taken for use of government.
Schooner	Time	Salt	Jan. 23	New inlet	Cambridge	Philadelphia	
Schooner	Theresa		Mar. 16	Lat. 27° N., long. 83° W.	H. Hudson	Key West	
Schooner	Tampico	Cotton	Mar. 3	Sabine Pass	Cayuga, &c	New York	Do.
Schooner	Three Brothers	None	Aug. 17	Great Wicomico	Satellite	Washington	
	Turpentine, 11 barrels		July 24	Cape Canaveral	Sagamore	Key West	
Steamer	Tom Sugg		July —	Tensas river	Mississippi squadron	Springfield	Taken into naval service.
			1861.				
Schooner	Union	Provisions	June 5		Harriet Lane		
			1862.				
Schooner	Uncle Mose	Cotton	July 7	Coast of Yucatan	Tahoma	Key West	Condemned.
Steamer	Union	do	Aug. 25	Lat. 23° N., long. 85° W.	J. S. Chambers	do	Do.
			1863.				
Steamer	Union	Assorted	May 19	Lat. 27° N., long. 85° W.	Huntsville	Key West	
			1861.				
Schooner	Venus	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Velasco	Sugar	July 18	Coast of North Carolina	Albatross	New York	Cargo released.
Schooner	Venus	Lead, copper, &c	Dec. 26	Lat. 28° N., long. 93° W.	Rhode Island	do	Condemned.
Schooner	Victoria	Cotton	Dec. 3	Point Isabel	Santiago de Cuba	Key West	
			1862.				
Schooner	Victoria	do	April 10	Mobile	Kanawha	Boston	Do.
Schooner	Venus	do	May 15	Lake Pontchartrain	Calhoun	Key West	Restored.
Schooner	Volante	Salt, fish, &c	July 2	Georgetown, S. C.	Gem of the Sea, &c	Philadelphia	Condemned.
Schooner	Victoria	Cotton	July 12	Lat. 26° N., long. 76° W.	Mercedita	Key West	Do.
Sloop	Venture	Flour, rice, &c	June 19	Mobile bay	Morning Light	New Orleans	
Schooner	Velocity	Rope, &c	Sept. 30		Crocker's expedition		
			1863.				
Steamer	Virginia	Assorted	Jan. 18	Mugue's island	Wachusett	Key West	Do.
Schooner	Vesta	Sutlers' stores	Feb. 28	Piney Point	Wyandank	Washington	
Steamer	Victoria		May 28	Havana	Juniata		
Sloop	Victoria	Assorted	May 30	Point Isabel	Brooklyn		Burnt.
Steamer	Victory	Cotton, &c	June 21	Lat. 25° N., long. 75° W.	Santiago de Cuba	Boston	Taken into naval service.
Steamer	Venus	Lead, bacon, coffee, &c.	Oct. 21	New inlet, N. C.	Nansemond		Chased ashore and destroyed.
			1861.				
Schooner	William and John	Tobacco	May 15	Hampton roads	Minnesota		Released.
Schooner	William Henry	do	do	do	do		Do.
Bark	Winifred	Coffee	May 25	Cape Henry	Quaker City	New York	Condemned.
Yacht	Wanderer		May 14	Key West	Crusader		
Schooner	William H. Northrop	Coffee, drugs, &c	Dec. 25	Cape Fear	Fernandina	New York	Do.

Statement of vessels captured and destroyed for violation of the blockade or in battle, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Wyfe or Nye		Jan. 10	Cedar keys	Hatteras		Destroyed.
Sloop	William H. Middleton		do	do	do		Do.
Schooner	Wave	Assorted	Feb. 1	Boca Chico	Portsmouth	New York	Condemned.
Schooner	Wandoo	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	William Mallory	Assorted	Mar. 5	St. Andrew's bay	Water Witch	Key West	Condemned.
Schooner	Wave	Cotton	April 19	Georgetown	G. W. Blunt	Philadelphia	Do.
Schooner	W. C. Bee	do	April 23		Santiago de Cuba	Key West	Do.
Schooner	Winter Shrub	Salt, herrings, &c	May 21	Keel's creek, N. C	Hunchback, &c	Philadelphia	Do.
Steamer	Whiteman		May 6	Lake Pontchartrain	Calhoun		Taken by General Butler.
Schooner	Will of the Wisp	Powder, caps, &c	June 3	Rio Grande	Montgomery	Key West	Released.
Sloop	Water Witch		May 5		Currituck, &c	Washington	
Sloop	Wave	Salt, &c	June 27	Mississippi sound	Bohio	New York	Vessel released.
Steamer	Wilson		July 9	Hamilton, N. C	Commodore Perry, &c		Taken for use of government.
Schooner	William	Cotton	July 1	Sabine lake, La	De Soto	Key West	Condemned.
Schooner	West Florida				Kensington, &c	Pensacola	
Schooner	Water Witch	Assorted	Sept. 27	Corpus Christi	Arthur		
Schooner	Wave	Cotton, &c	Nov. 4		E. B. Hale		
Schooner	Water Witch	Salt, &c	Aug. 24	Arizona Pass	Corypheus	New York	Do.
Sloop	William E. Chester	Cotton	Nov. 20		Montgomery	Key West	Do.
			1863.				
Schooner	William H. Harrison		Jan. 24				
Steamer	William A. Knapp				New Era		
	White Cloud						
Steamer	Wave Queen	Assorted	Feb. 25	North Santee	Conemaugh	Philadelphia	
Schooner	Wanderer	Salt and fish	May 2		Sacramento	do	Do.
Schooner	W. Y. Leitch	Salt	April 20	Lat. 26° N., long. 76° W.	Octorara	Key West	
Schooner	Wonder		May 13	Port Royal, S. C	Wabash, &c	Philadelphia	
Steamer	William Bagley	Cotton	July 18		De Soto, &c		
Schooner	Wave	do	Aug. 22	Lat. 26° N., long. 96° W.	Cayuga	New Orleans	
			1861.				
Tug	Young America	None	April 24	Hampton roads	Cumberland		Taken into service.
Rebel priv'r schooner	York		Aug. —	Cape Hatteras	Union		Destroyed.
Schooner	Zeland	Ballast ladened	Nov. 21	Off Tampico bay	Connecticut	Key West	Released.
Schooner	Zanala		Oct. 1	Vermilion bay	Dart	New York	Condemned.
Schooner	Zulima				New London	Boston	Vessel destroyed; cargo taken for use of government.
Steamer	Zouave				Mississippi squadron	Springfield	

MISCELLANEOUS CAPTURES.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1861.				
Schooner		May 28	Potomac river	Resolute		Destroyed.
Schooner		Oct. 5	Chincoteague inlet	Louisiana		Burnt.
Schooner		Oct. 11	Quantico creek	Union		Do.
Sloop		Aug. 16	Potomac river	Yankee		Destroyed.
Schooner		Nov. 15	St. Lone bar	Sam Houston		Wrecked.
Schooner			Pass Cavallo	Arthur		
		1862.				
Bark	Cotton	Jan. 24		Mercedita, &c		Destroyed.
Schooner	do	Jan. 23	Mobile bar	Huntsville		Burnt.
		1861.				
Schooner	Coffee, &c	Dec. 15	St. Andrews	Bienville		Do.
		1862.				
Sail-boat		Jan. 10		Hatteras		
Launch		do		do		
Ferry scow		do		do		
New gunboat		Feb. —		Rowan's expedition		
Schooner		Feb. 12	Edenton, N. C	Louisiana, &c		Destroyed.
Schooner		do	do	do		
Schooner		do	do	do		
Schooner				Lieut. Jeffers's expedition		Sunk.
Schooner				do		Do.
2 fishing schooners			Isle au Pied	New London		
9 fishing sloops			do	do		
Schooner		Mar. 3	Fernandina			
Schooner			Sullivan's island	S. Atlantic Blockad'g Squadron		Wrecked.
Sloop	Shad, &c	April —	Tappahannock river	Jacob Bell, &c		
Schooner	do	do	do	do		
Schooner	do	do	do	do		
Schooner				Hatteras		
Schooner		April 12	Coast of South Carolina	Huron		Do.
Schooner		April 26	Bull's bay	do		Do.
Schooner		May 8	Light-house inlet	Alabama		Chased ashore.
Schooner	Cotton			Santiago de Cuba	Key West	
Schooner	Powder	April 24	Cedar keys	Tahoma		Blown up.
Steamer		June 6	Memphis			
Steamer		do	do			
Steamer		do	do			
Steamer		do	do			
Rebel vessel		Jan. 19	Capture of New Orleans	Admiral Farragut's fleet		
Rebel vessel		do	do	do		
Rebel vessel		do	do	do		Appraised at $50,000.
Rebel vessel		do	do	do		
Rebel vessel		do	do	do		

Miscellaneous captures—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1862.				
Bark	800 slaves	June 17	Table Land of Mariel	Amanda	Key West	
Schooner			Fort Morgan	Kanawha		Burnt.
Long gig		May —	West Point, Virginia	Corwin, &c.		
Launch	Army stores	May 4	Coppohosal	do		
Schooner		July —	Coast of Texas	Rhode Island		Chased ashore.
1,200 bars railroad iron			St. Simon's sound, Ga.	Naval expedition	Philadelphia	Condemned.
Steamer			Newbern, N. C	do		Destroyed.
Steamer		Mar. 21		Delaware		Burnt.
Sloop	Salt, &c	Aug. 11	Potomac river			Chased ashore.
Schooner		Aug. 12	Sturgeon creek			Do.
Sloop		do	do			Do.
Sloop	Cotton	July 10		Arthur		
A wharf boat		July 29	Eunice	Pittsburg		
Schooner	Arms	Sept. 26	New inlet, N. C	State of Georgia	New York	
An old launch		Oct. 1	Quantico creek	Eureka		
Three boats		Oct. 3–5		T. A. Ward		
One seven-oared boat		Oct. 9		do		
Metallic life-boat	Merchandise	Oct. 17		Jacob Bell		
Two canoes		Oct. 22				
Three boats		Nov. 1		Freeborn		Two of them destroyed.
One seine boat		Nov. 16		T. A. Ward		
Schooner		Nov. 17	Masonborough inlet	Cambridge		Driven ashore.
Brig		do		Daylight		Do.
Schooner	Rosin, &c	Nov. 19	Shallow inlet	Chocura		Burnt.
Bark		Nov. 4	Masonborough inlet			Destroyed.
Pilot schooner		Oct. 21	Nassau river	E. B. Hale		Burnt.
Schooner		Nov. 25	North river	General Putnam, &c.		
Schooner		do	do	do		
Vessel on stocks		do	do	do		
Schooner		Nov. 23	East river	do		
Schooner		do	do	do		
Schooner		do	do	do		
Scows and boats		do	do	do		
Two sloops		do		Crusader		
Schooner		Nov. 3	New inlet	Mt. Vernon, &c		Ran her ashore.
Flat-bottomed boat	Contraband	Nov. 30	Floro creek	Dan Smith		Destroyed.
Launch	Howitzer, &c	Nov. 26	Bell river	Calhoun		
Two sloops		Dec. 5		Sagamore		Do.
Sloop		Dec. 19	York river	Mahaska, &c		Burnt.
Nine boats		do	do	do		Do.
Fifteen boats		do	do	do		
Five boats		Dec. 20	do	do		
Sloop		do	do	do		

Eight boats		do	do	do		Do.
Scow		do	do	do		Do.
Lighter	Sugar, &c	Dec. —		Diana		
Boat	Cotton	Dec. 20 1863.	Indian river, Fla	Octorara		
Sloop		Jan. 8	White House	Mahaska		Destroyed.
Sloop		do	do	do		Do.
Bark		do	do	do		Do.
Bark		do	do	do		Do.
Scow		do	do	do		Do.
Sloop	Merchandise	Jan. 18	Newport News, Va	Minnesota, &c		
Canoe	Assorted	Jan. 13	Dividing creek, Va	Currituck	Washington	
Sloop	Contraband	Jan. 20	Chuckatuck creek	Commodore Morris		
Four clinker-built boats		Jan. 23	do	do		
Two small boats		do	do	do		
Two canoes	Assorted	Jan. 20	Indian creek	Currituck		
Nine canoes	do	Jan. 25	Tabb's creek	do		
Three boats		Jan. 24–25	Potomac river	George Mangham		
Schooner		Jan. 21	Topsail inlet	Daylight		Do.
Two boats	Merchandise	Feb. 9		Dan Smith		
Schooner		Feb. 2	Topsail inlet	Mt. Vernon		Burnt.
Canoe	Assorted	Mar. 13		Cœur de Lion		
Schooner	Cotton	Mar. 2	Mosquito inlet	Sagamore		Destroyed.
Schooner	do	Mar. 24		Boat expedition		
Schooner	Salt	April 19	Charleston			
Brig	do	do	do			
Thirteen bales of cotton		April 20		Port Royal	Key West	
Sloop		April 10	Sabine Pass	New London		
Wharf boat		April 8	Warrenton	Hartford		Burnt.
Sloop	Cotton	April 24	Warsaw sound, Ga	Cimmerone	Philadelphia	
Schooner	Salt, &c	May 2	Rich inlet	Perry		
Schooner		May 14	Urbana, Va	Currituck, &c		
Steamer		May 20	Charleston			Wrecked.
Six vessels, &c		May 1–8		Western World, &c		Burnt.
Steamer "35th Parallel"				Yazoo Pass expedition		Destroyed.
Schooner		May 10	Morrell's inlet	Conemaugh, &c		Do.
Horses and wagons				Mississippi squadron		Sold for $1,372.
Fishing scow		May 30		Brooklyn		
Schooner		do		do		Burnt.
Flat-boat	Sugar, &c	June 24	Mantau river, Fla	Tahoma		
Sloop boat	Corn	June 9	Withlacoochee river, Fla	Fort Henry	Key West	
Scow boat	57 bales of cotton	June 1		do	do	
Skiff and flat	Corn	June 10	Withlacoochee river, Fla	do	do	
Barge	Cotton	June 2	Crystal river, Fla	do	do	
22 bales of cotton		June 19		do	do	
Flat	Corn	May 14	Wacassassa bay	do	do	
Sloop boat		May 30	do	do		
Schooner		July —	White House	Shockokon		
Sloop		July 3	Cumberland	Commodore Morris		
138 bales of cotton				H. Hudson	Key West	
Sloop	Cotton	July 6	Charlotte harbor, Fla	Restless	do	
116 bales of cotton		July —		De Soto	do	

Miscellaneous captures—Continued.

Description.	Cargo	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1863.				
Canoe		July 13	Rappahannock river	Yankee, &c.		
Flat-boat		do	do	do		
Lot of merchandise		do	do	do		
Dry-goods and shoes		July 17	Charles county, Md	Cœur de Lion		
Four canoes	Whiskey, &c	July 20–21	Dividing creek, Va	Currituck		
Schooner	Cotton	July 8	Coast of Texas	Sciota		Burnt.
11 barrels of turpentine		July 24		De Soto	Key West	
Schooner		July 8	Coast of Texas	Sciota		Do.
Schooner		July 9	do	do		Do.
Schooner		do	do	do		Do.
Schooner and launch		June 22	Neuse river	Boat expedition		
5 bales of cotton		Aug. 7		San Jacinto	Key West	
15 bales of cotton		July 29		Port Royal	do	
Row-boat		July 14		Annie	do	
5 bales of cotton					Springfield	
17 bales of cotton					do	
54 bales of cotton					do	
50 pounds of loose cotton					do	
3 rolls of bagging					do	
Schooner		Sept. 28	Old Haven creek	Currituck		Do.
		1862.				
30 bales of cotton		Mar. 14	Sounds of N. Carolina	Naval expedition	Philadelphia	Condemned.
1 iron windlass		do	Roanoke, N. C	do	do	Do.
5 barrels of lard, &c					do	Do.
Schooner		Feb. 10	Elizabeth City	Commodore Perry	New York	Do.
Schooner		Jan. 22		Ariel	Key West	Do.
		1863.				
Vessel	Whiskey, coffee, &c	Feb. 12		George Mangham	do	
Sloop	Assorted	Jan. 20		Commodore Morris	do	
Scow	Sugar, &c	June 24		Tahoma	do	
139 bales of cotton		July 26		H. Hudson	do	
114 bales of cotton		July 11		De Soto	do	
Scow	Cotton	July 19		Fort Henry	do	
Sloop		July 8		Restless	do	

REPORTS

OF

THE CHIEFS OF BUREAUS,

AND

ACCOMPANYING PAPERS.

List of papers accompanying the annual report of the Secretary of the Navy, December 1, 1863.

A.—List of deaths, resignations, and dismissals in the naval service since December 1, 1862.

B.—Report of the board of visitors to the Naval Academy.

C.—Report of the cruise of the practice ship.

D.—Vessels lost in the naval service from December, 1862, to December, 1863.

No. 1. Detailed estimates for the office of the Secretary of the Navy, southwest executive building, and Naval Academy.

No. 2. Report, detailed estimates, &c., of the Bureau of Yards and Docks.

No. 3. Report and detailed estimates of the Bureau of Equipment and Recruiting.

No. 4. Detailed estimates of the Bureau of Navigation.

No. 5. Report, detailed estimates, &c., of the Bureau of Ordnance.

No. 6. Report, detailed estimates, &c., of the Bureau of Construction and Repair.

No. 7. Detailed estimates, &c., of the Bureau of Steam Engineering.

No. 8. Report, detailed estimates, &c., of the Bureau of Provisions and Clothing.

No. 9. Report, detailed estimates, &c., of the Bureau of Medicine and Surgery.

No. 10. Report of the commandant, and detailed estimates of the paymaster and quartermaster, of the marine corps.

No. 11. General estimate (civil) of the office of the Secretary, bureaus, and southwest executive building.

No. 12. Summary estimate for the naval service.

No. 13. General estimate—navy proper.

No. 14. General estimate—marine corps.

No. 15. General estimate—special objects under control of the Navy Department.

No. 16. Estimate of deficiencies, &c.

No. 17. Comptroller's statement of navy appropriations, expenditures, and balances.

No. 18. Abstract of expenditures charged to the appropriation for "contingent expenses" of the navy, allowed in the settlement of accounts at the Fourth Auditor's office, during the fiscal year ending June 30, 1863.

No. 19. Iron Rolling Mills of the West.

A.

List of deaths in the navy, as ascertained at the department, since December 1, 1862.

Name and rank.	Date.	Place.
Rear-Admiral.		
Andrew H. Foote	June 26, 1863	New York.
Commodores.		
John W. Kelly	Feb. 6, 1863	Hatboro', Pennsylvania.
Henry W. Morris	Aug. 14, 1863	New York.
Captain.		
Stephen B. Wilson	Mar. 15, 1863	Hudson, New York.
Commanders.		
William B. Renshaw	Jan. 1, 1863	Killed in battle, Galveston, Texas.
Jonathan M. Wainwright	Jan. 1, 1863	Killed in battle, Galveston, Texas.
Maxwell Woodhull	Feb. 19, 1863	Killed, (accidentally,) Baltimore, Md.
Abner Read	July 12, 1863	Killed in battle, W. G. B. Squadron.
George W. Rodgers	Aug. 18, 1863	Killed in battle, off Charleston, S. C.
Lieutenant commanders.		
Edward Lea	Jan. 1, 1863	Killed in battle, Galveston, Texas.
William Gwin	Jan. 3, 1863	Killed in battle, Mississippi Squadron.
Thos. McK. Buchanan	Jan. 14, 1863	Killed in battle, Bayou Teche.
A. Boyd Cummings	Mar. 18, 1863	Killed in battle, Port Hudson, La.
Wilson McGunnegle	April 2, 1863	Annapolis, Maryland.
David A. McDermot	April 18, 1863	Killed in battle, near Sabine Pass.
John E. Hart	June 11, 1863	Below Port Hudson, Louisiana.
Lieutenants.		
Charles W. Zimmerman	Jan. 1, 1863	Killed in battle, Galveston, Texas.
John P. Hall	Sept. 8, 1862	Killed, (accidentally,) Cincinnati, Ohio.
Assistant surgeons.		
Jacob M. Gotwold	Feb. 2, 1863	Killed in battle, S. A. B. Squadron.
Edward A. Pierson	May 22, 1863	Killed in battle, off Wilmington, N. C.
David W. Ballantyne	Sept. 10, 1863	On board the Hastings.
Harry L. Plympton	Sept. 25, 1863	Cambridge, Massachusetts.
Assistant paymasters.		
Frederick R. Curtis	April 17, 1863	On board the Pawnee.
Joseph T. Lisle	Sept. 25, 1863	Naval hospital, New Orleans.
Chaplain.		
Mortimer R. Talbot	April 21, 1863	Philadelphia.
Professor.		
Joseph S. Hubbard	Aug. 16, 1863	New Haven, Connecticut.
Chief engineers.		
George Gideon	June 16, 1863	Philadelphia.
Robert W. McCleery	Sept. 15, 1863	Philadelphia.

A.—*List of deaths in the navy, &c.*—Continued.

Name and rank.	Date.	Place.
Midshipmen.		
Foxhall P. Smith	Jan. 19, 1863	Naval Academy, Newport, R. I.
Richard H. Dana	April 2, 1863	Naval Academy, Newport, R. I.
William K. Butler	April 6, 1863	Naval Academy, Newport, R. I.
Frederick B. Griswold	April 9, 1863	Naval Academy, Newport, R. I.
First assistant engineer.		
John Alexander	Jan. 26, 1863	Baltimore, Maryland.
Second assistant engineer.		
Frederick Bull, jr	Aug. 9, 1863	New Orleans, Louisiana.
Third assistant engineers.		
Robinson W. Hands	Dec. 10, 1862	Lost on the Monitor.
Samuel A. Lewis	Dec. 10, 1862	Lost on the Monitor.
Patrick H. Barry	Aug. 1, 1863	Eastport, Maine.
James McGregor	Sept. 22, 1863	New Orleans.
William F. Law	Sept. 24, 1863	New Orleans.
Gunners.		
Jacob Amée	Jan. 31, 1863	Killed in battle, off Charleston, S. C.
Richard F. Dunn	Feb. 1, 1863	Kittery, Maine.
William Arnold	Mar. 21, 1863	Brooklyn, New York.
John G. Bills	May 16. 1863	Drowned, of Station Creek, S. C.

List of resignations in the navy since December 1, 1862.

Name and rank.	Date of resignation.	Name and rank.	Date of resignation.
Assistant surgeons.		*Midshipmen*—Continued.	
Charles Carter	Feb. 6, 1863	Henry W. Sprole	Oct. 12, 1863
Charles O. Carpenter	Mar. 27, 1863	Thomas G. Welles	Oct. 20, 1863
R. E. Van Gieson	May 26, 1863	Henry C. Townsend	Oct. 23, 1863
Alexander Hutchins	June 24, 1863	*Second assistant engineers.*	
James H. Mears	Aug. 11, 1863	Franklin K. Haine	Jan. 24, 1863
William F. Terry	Oct. 19, 1863	Newton Champion	Sept. 22, 1863
Assistant paymaster.		*Third assistant engineers.*	
Benjamin F. Camp, jr	Aug. 27, 1863	Edward Curtis	Feb. 11, 1863
Professor of mathematics.		Isaac J. Griffiths	Feb. 20, 1863
Frederick G. Hesse	May 2, 1863	Henry R. Lawrence	Mar. 21, 1863
Midshipmen.		G. W. W. Dove	Aug. 10, 1863
Charles H. Rogers	Dec. 1, 1862	John Stell	Sept. 18, 1863
Edward H. Clark	Dec. 1, 1862	George W. Wilkinson	Sept. 22, 1863
Robert C. Hopkins	Dec. 5, 1862	Peter C. Reilly	Oct. 20, 1863
William L. Marsh	Dec. 8, 1862	*Gunners.*	
Charles H. Potter	Dec. 13, 1862	Herman Peters	June 6, 1863
William Hammett	Jan. 8, 1863	Benjamin Roberts	June 18, 1863
Morrow W. Lowry	Jan. 8, 1863	*Carpenters.*	
Allen C. Kelton	Feb. 2, 1863	John Shannon	July 27, 1863
Charles H. Ballance	Mar. 23, 1863	G. Morris Doughty	Oct. 22, 1863
Charles W. Reynolds	Mar. 25, 1863	*Sailmaker.*	
C. C. Clements	April 20, 1863	Thomas Mellen	Jan. 28, 1863
Charles T. Pond	May 20, 1863		
Charles B. Gookin	July 16, 1863		

List of dismissals in the navy since December 1, 1862.

Name and rank.	Date of dismissal.
Commander.	
Charles Hunter	June 22, 1863
Lieutenants.	
W. Winder Pollock	Jan. 19, 1863
Samuel C. Barney	Mar. 6, 1863
Surgeon.	
William D. Harrison	Feb. 3, 1863
Paymaster.	
Lewis Warrington	June 11, 1863
Chief engineer.	
William C. Wheeler	Jan. 17, 1863
Midshipmen.	
E. F. J. Warren	Dec. 2, 1862
Francis D. Campbell	Dec. 11, 1862
William Johnston	Dec. 31, 1862
Richard F. James	do
R. H. Bushnell	do
Smith Egbert	do
Robert J. Sperry	Jan. 8, 1863
George A. Crall	Jan. 20, 1863
Henry D. Wyman	Mar. 13, 1863
Henry D. Fuller	do
Thomas Williams	do
James P. Wygum	do
William E. Lathy	do
Joseph K. Kelso	do
Frederick H. Bolenius	do
Francis D. Foote	do
William J. Schroeder	do
James K. Goodhue	do
James P. Hale	do
William B. Murray	do
Charles McJ. Engle	do
William A. McKown	do
Thaddeus P. Anderson	do
Buchanan Beale	do
Richard L. Ross	do
Midshipmen—Continued.	
Thomas S. Flood	Mar. 13, 1863
Francis W. Perkins	April 13, 1863
Stephen D. Adams	June 12, 1863
John McK. Duncan	do
F. M. Keith	do
William B. McMichael	do
Perry McL. Washabaugh	do
John F. Fisher	do
Alfred W. Baylies	do
Charles J. Blake	do
Erastus M. Parker	do
Mitchell F. Jamar	do
John C. Orner	do
Charles J. Buchan	do
Lawrence Mallory	do
Charles T. Jewett	do
Stephen D. Field	do
John Dunscomb	do
Frederick L. Lincoln	do
John T. Tinker	July 3, 1863
Franklin Kneass	July 9, 1863
George W. Lewis	Aug. 12, 1863
Henry H. Wilson	Sept. 12, 1863
Robert S. Ryers	Oct. 23, 1863
Charles H. Sedgwick	do
Boatswains.	
Henry P. Grace	May 16, 1863
William Winchester	Oct. 17, 1863
Gunners.	
George A. Parkhurst	Mar. 2, 1863
Charles A. Stephenson	June 12, 1863
Third assistant engineers.	
William H. Gladding	Aug. 4, 1863
Noah W. Moffett	Sept. 16, 1863
B. J. McGurren	Oct. 26, 1863
First lieutenant marine corps.	
Chas. A. Henderson	Jan. 1, 1862

B.

UNITED STATES NAVAL ACADEMY,
Newport, Rhode Island, June 1, 1863.

SIR: The board of visitors of the Naval Academy for the present year convened at Newport on the 18th ultimo, and, in conformity with the terms of your letters of appointment of the 6th ultimo, entered upon an examination of the several classes in their studies and of the whole condition and management of the institution.

The preliminary investigations of the board embraced: *First*, a careful inspection of the accommodations provided for the students, both on shipboard and on shore, including the organization of the commissariat and general supplies departments, and the sanitary regulations of the establishment. *Secondly*, a thorough examination of the whole system of police and discipline established in the institution for its government. *Thirdly*, an attentive review of the practical professional exercises of the midshipmen on shipboard and on shore, including parade, evolutions, tactics, drill, and the use of the musket in the field, by all the classes formed and moving in battalion; exercises by the battalion with field howitzers, both as flying artillery and in battery; exhibitions by the upper classes in the use of side-arms, including exercises both with the cutlass and rapier, and the method of drill, and instruction in both; the handling of cannon on shipboard, with target firing; and finally, practical seamanship by the whole school, including the various exercises of getting the ship under way, setting, reefing and furling sail, tacking and wearing, and in general the whole handling of the ship in a sail round the harbor. For these most important and interesting instructions, which the board undertook as preliminary to the general examination of the classes in their studies, the amplest facilities were given by the superintendent and the officers of the academic staff. The attention of the board was occupied in this manner during three days, and being deeply impressed with the importance of these points in their bearing upon the efficiency and usefulness of the academy, we find ourselves, after a careful examination of them all, enabled and impelled to report to the department the very high and even unanticipated degree of our satisfaction in all that we thus witnessed. By what we saw of the various exercises conducted and performed in the field by the pupils of the academy, we are convinced that ample instruction is given and adequate proficiency acquired to enable these young officers to train and command crews of seamen for efficient co-operation with a military force, either of infantry or artillery, on land, while the exercises in ordinary seamanship, and in gunnery on shipboard, have fully satisfied us that in these capital practical departments of professional accomplishment the instruction given to the students, and the skill acquired by them, merit very high commendation, and indeed leave nothing more, in these respects, to be reasonably expected or desired.

In regard to the system of discipline and police, administered in the academy, our conclusions have not been less favorable. Regarding this as a department fundamental to the efficiency and well-being of the insitution, we have availed ourselves of the ample means of information which have been most fully opened to us by the superintendent, and have given to the whole subject our best consideration. The excellent code of regulations in force in the academy, the daily routine of duty and discipline of the students, the daily reports of conduct, and, finally, the recorded conduct roll of each student during the year, have been thoroughly examined.

In addition to this, the superintendent has laid before us his own unofficial, but regularly kept private memoranda of the conduct and studies of each pupil, including the records of his communications with the students individually, in the forms of approval or admonition, both oral and written. We thus feel that we have become thoroughly acquainted with the whole system of superin-

tendence, police and discipline, in its practical working. We regard it as one of the most admirable features in the institution. It blends in harmonious co-operation the strictness of military method and rule with all that unwearied and almost parental care and kindness can suggest or supply, to hold the young officer firmly to the line of professional duty and personal rectitude. Evidence has been submitted to us that the municipal authorities of Newport are abundantly willing to co-operate with the government of the academy in the endeavor to diminish or remove the temptations which are too apt to beset the footsteps of youth; and, upon the whole, we have come to the conclusion that both the government, which justly looks to the academy as the future hope and reliance of its navy, and the parent, who regards it as the temporary guardian of his son, may repose in the perfect assurance that all possible care is here taken to lay the foundations of professional accomplishment and efficiency deep and strong on the solid basis of a sound and well guarded personal morality. The board performs a pleasing but manifest duty in reporting to the department that, in its judgment, the efforts of the superintendent of the academy, in this branch of its administration, display an adaptation, ability, and constant attention, rarely to be found united in any individual, and when found, certainly of the highest value, and entitled to the most emphatic commendation.

It is but just to state, also, that the endeavors of the superintendent in this direction appear to us to have been very efficiently and earnestly seconded by the commandant of midshipmen, and by the other officers charged, under the direction of the superintendent, with the practical administration of the regulations of the academy. We deem it right to add, in this connexion, that in our personal intercourse with the students we have been much impressed by their habitually gentleman-like manners and well-bred style of demeanor. We have rarely, if ever before met such a body of young men among whom these traits have been equally conspicuous; and we are the more gratified to report this fact to the department, because, in our judgment, these personal qualities are, in their place and measure, of high importance to the character of the accomplished naval officer, and to the public service.

In regard to the accommodation provided for the students, including the commissariat and the other branches of the administration of the academy bearing on this point, we have to report to the department that the existing arrangements are entirely approved by us, and that we perceive no reason to recommend, in these respects, any change. Our attention has been especially attracted to the good order and sufficiency in all respects of the commissary department. The supply of clothing and small-stores, including a small and regulated allowance of pocket money out of the pay of midshipmen, seems also to be managed with much care and judgment, and with a praiseworthy regard to a just economy in the institution itself, and to the formation of habits of prudence and economy among the students.

The hospital accommodations of the academy have also been inspected by us, and we find them very satisfactory. We have likewise observed with gratification the excellent order, in all respects, in which we find the two ships, the Macedonian and the Marion, which are now ready for the annual practice cruise of the students.

In our survey of all these important incidents in the administration of the academy, we have deemed it a subject of congratulation to the department, and to all concerned in the welfare of the institution, that its removal from Annapolis to temporary and almost extemporized quarters at Newport, which events rendered necessary, and which was certainly a hazardous experiment, has been accomplished without any perceptible diminution, either of its efficiency or of the good order of its management. This fact certainly reflects high credit upon all those who have been intrusted with its administration. We are informed by the superintendent, and indeed we have seen for ourselves, that the building

now occupied by the academy furnishes accommodation on shore for two hundred students, while the two ships, the Constitution and Santee, in which the remainder of the students are quartered, can well accommodate about one hundred and fifty each. As the number of pupils fixed by existing laws does not exceed five hundred, we find these quarters, as a provisional and temporary arrangement of the academy, sufficient for its present requirements. Some enlargement, however, of this number, hereafter, seems to us not improbable, and in that event additional accommodations on shore will be needed. In this connexion we have learned also, from the superintendent, that no suitable fire-proof building can at present be obtained in which to place on shelves the large and valuable library belonging to the academy. The principal part of these books are therefore packed in boxes of a size convenient for prompt removal, carefully protected from damp or other injury, and fully insured. The boxes are stored in a building near to the academy, which is watched at night by the watchmen of the academy building, while, as an additional precaution against fire, the midshipmen quartered on shore are, according to the established usage of the academy, regularly organized as a fire-guard, ready at any hour of the night or day to repair at once, at the tap of the drum, to quarters for that duty, and to operate as a force specially detailed to rescue from danger the academy's library. This whole arrangement has attracted our notice and seemed to us to merit a brief mention as a single instance of the attention and foresight with which the interests of the institution are guarded, and its regular established discipline made subservient to their more complete protection. It may be added that about a thousand volumes of the more necessary and immediately useful books of the library are placed in the academy building, and are accessible to the students. They are also, by the commendable liberality of the directors of the excellent public library of the city of Newport, privileged to consult, and even to take out, the books belonging to it, under proper regulations, sanctioned by the superintendent.

The board of visitors fully concurs with the superintendent in the opinion entertained by him and by the other officers of the academy, that the quartering of the students on shipboard instead of on shore, during at least the first year of their attendance at the academy, though at first resorted to as a necessity, has proved itself to be an unquestionable advantage in the management of the institution.

By this arrangement the young man who comes to the academy with, perhaps, no regular habits of study already formed, and with but vague and imperfect ideas of the strictness and order of naval discipline, finds himself in a position where his studies, his habits, and the whole routine of his daily life, are subjected to the constant and direct inspection of his commanding officers. He is in contact at once and always with the mild but well regulated and incessant discipline of the deck. He passes his hours of study not in the solitude of his own room, where he might be tempted to negligence, disorder or indolence, but at the common study table, where order is a necessity, where competition and example inspire to industry, and where the vigilant eye of a responsible inspection detects the first symptom of irregularity, inattention or indolence. Thus, from the outset of his career in the academy, all is done that can be done to form him to habits of study and well regulated deportment. Nowhere save on the deck could this exactness of constant supervision be so effectually maintained, and in no other manner could an equal security for the formation of correct habits in the young officer be provided.

We earnestly recommend, therefore, that a *home on the ship* during at least the first year of the young midshipman's academic life be provided and maintained at a permanent point in the regulations of the institution. It is, we are satisfied, the very best introduction to a proper discipline, and the best and safest dwelling-place for the new comer to the Naval Academy. We may add

that a careful inspection of the accommodations on board the Constitution and Santee, and of their sanitary regulations and arrangements, convinces us that in no way can the health of the young officer be better secured and protected.

A few months ago some apprehension among the relatives of the students of the academy was occasioned by the report of the appearance among them of a very severe type of fever, supposed to be of an epidemic character, and to be, perhaps, attributed to local causes. We are satisfied that any such apprehension is wholly unfounded; the subject was promptly and fully investigated at the instance of the Navy Department, by the chief of its medical bureau in person, in consultation with the medical officers of the academy.

The report of the Chief of the Medical Bureau upon the subject has been submitted to us, and, in connexion with our own observations and the well known healthfulness of Newport as a place of residence, it gives satisfactory assurance that the disease, in the few cases which occurred in the academy, was neither occasioned nor aggravated by any local cause; that it appeared here in a mild rather than a severe form, and that there is no special reason whatever to apprehend its reappearance in the academy or in this vicinity.

The examination of all the classes of the academy in their several courses of study, occupied the constant attention of the members of the board during nine days. The examination of different classes proceeded concurrently. Committees of the board attended each, frequently interchanging with each other the examination of the classes in their various studies. In this manner we consider ourselves to have obtained a correct appreciation both of the methods of instruction and of the measure of proficiency.

We report our unqualified satisfaction at the result of these investigations. We are convinced that the members of the academic staff, all of whom conducted the examination of their pupils in our presence, are, in their several lines of instruction, able, faithful, and efficient. The system of study and recitation is exacting, and may perhaps be called even severe. It demands careful and constant attention, and indeed laborious application, from the pupil. But his work is encouraged and aided, and, having a fair degree of aptitude and preparation, the student is not, we think, as a general rule, overtasked. Still, the course of study and exercises prescribed by the academy is a sufficient and strenuous four years' work for young gentlemen of good capacity.

This fact has been commended to our attention by an incident interesting certainly in itself, and in a high degree creditable to the academy, and yet the repeated occurrence of which we should regret. The exigency of the public service at the present time has compelled the government to call upon the graduating class of the present year to attempt, and, if possible, to accomplish the work of finishing their whole academic course in three years. The young gentlemen who graduate, and their instructors, have responded to this exacting call, and the degree of success with which they have done the work entitles them to high commendation.

The examinations—conducted by the officers of the academic staff, as all those which we have witnessed have been conducted, fairly and faithfully, without an undue or oppressive rigor, yet with a searching exactness which nothing but a thorough preparation could successfully confront—have convinced us that the graduating class, though its academic period has been thus abridged, has yet well deserved its honorably won diplomas, and that its members go forth well trained, and fitly accomplished and instructed to render to their country efficient and valuable service. It is not the less true, however, that if these young officers could have remained another year in the academy, as was the original plan of the government, they would doubtless have made excellent use of the additional and yet in nowise excessive or superfluous advantages which they would thus have enjoyed.

We learn also from the superintendent, that the department, in view of the

special necessities of the naval service at this time, proposes at the expiration of the practice course now about to commence, and which is to terminate about the end of September next, to call the second class of the academy at once into active service, thus reducing the academic course also to three years. We are gratified to report to the department our opinion, that the young officers composing this class will be found, like their seniors of the graduating class, so to have availed themselves of the curtailed academic opportunity which they have enjoyed, as to have become fitted to render to their country useful service. The fact is creditable to them and to the academy. It will doubtless be favorably considered by the department.

We understand that after the expiration of this term of active service, the members of this class are expected to be examined, and then to receive their diplomas as graduates.

Our appreciation of their present proficiency, and of the good promise for the future which it affords, induces us to express the hope that, at the expiration of their year's service, they will in all cases of good conduct receive their diplomas as having been honorably earned, even though other and more active duty shall have wholly or partially prevented their continued prosecution of their studies, and thus have rendered impossible that thorough preparation for their final examination which they would otherwise doubtless have made. It seems to us that such proceeding by the department in their case will be no more than a fair recognition of the sacrifice to which they will have submitted in the necessary abbreviation of their academic period.

We extend to the junior classes of the academy the cordial approbation of their appearance at their examinations which we have already given to their seniors. It is due to them and to their instructors to say, that they have proved themselves generally to have pursued their studies in a spirit and with a degree of success which warrant the belief that their continued proficiency will do honor to themselves and to the institution.

In the performance of the duty assigned to us, we have unanimously arrived at the conclusion, that one thoroughly conducted annual examination of all the classes of the academy is sufficient for all the useful purposes of such a general review. We suggest, therefore, the expediency of restricting the February examination to those students of the several classes whose sufficient proficiency in their studies to insure, in due course, a satisfactory graduation, may be seriously doubted. An examination limited to such cases, and designed exclusively to facilitate the proper disposition of them, may take place without that serious interruption of the regular routine of the academy which a general examination occasions; and the time which will thus be saved to the several classes in the regular prosecution of their studies and exercises will more than counterbalance any advantage that may be supposed to arise from a full examination in February, as preliminary to the stated annual examination before a board of visitors in June.

In concluding this branch of our report, we respectfully present to the department the unhesitating and unanimous expression of the opinion which we have already intimated, that it is in all respects greatly to be desired that the academic term of the several classes should not be less than four years; and we add the expression of our earnest hope, that the students who do not leave the academy after this examination, and those who may hereafter enter it, will, if possible, be permitted to complete their four years' course. Before concluding their duties, the board received and accepted an invitation from the municipal authorities of Newport to visit Coasters' Harbor island, which has been liberally offered the government by the city of Newport as a permanent site for the Naval Academy. Without assuming to express an opinion as to the expediency of permanently removing the academy from Annapolis, we deem it proper to say that, in the event of such removal, we consider the island in

question to be admirably adapted for the purpose indicated, and, as far as the board are aware, no more advantageous location can be found.

In the course of its examinations, the board has been deeply impressed with the importance of the Naval Academy to the public service and to the country. In its general plan and organization, it will, we think, compare favorably with the best Naval Schools in the world. In its programme of studies and practical exercises, in the line of duty of the naval officer, the board finds nothing superfluous or inappropriate, and, as now administered, and with only its present means and methods of professional training, we think that the institution may rightfully claim the high distinction of sending forth graduates whose preparation for the duties of their profession is not surpassed by that of any similar body of young officers in the naval service of any country. In the actual condition of our country, in view of the present exigencies of the naval service, and of the great part which it bears and must continue to bear in the public defence, and in maintaining the integrity of our territory and the authority of the government, the value and interest of this fact can hardly be overstated. Surely, never before has there been presented to the patriotic ambition and energy of any naval service a nobler and more arduous work.

Nor in this connexion can we fail to bear in mind, as closely pertinent to the requirements and utilities of this institution, the great revolution now taking place in the methods of naval operation and the instruments of naval efficiency.

The steam engine has become already the chief naval motion. Iron for the structure of ships, and iron armor for the shield of the wooden ship, have made the building and equipment of the ship-of-war a new art.

Improvements in ordnance have introduced a new science and art of gunnery. In all these radical changes—some of them as yet hardly advanced beyond the stage of experiment, but all belonging to that class of experiments which must be proceeded with and successfully worked out—it has fallen to the lot of our country to take a potent and conspicuous initiation. These things, it is obvious to say, demand a new naval skill in our officers, and imperatively require a training unknown before for the intelligent and successful performance of the duties of the naval profession.

In these views, while we dwell with the greatest satisfaction upon what the academy has done and is now doing, we think it our duty earnestly to recommend to the department one material enlargement of its scheme of training, both scientific and practical. All the attention which, with the present means and recources of the institution, is practicable, is already successfully given to the all-important subject of steam power in its naval uses, including the theory of the steam engine. But much more is needed in this direction than the academy, with its present facilities, can hope to accomplish; and we therefore recommend that ample provisions be made, as soon as possible, for thorough instruction, both theoretical and practical, in steam engineering. We hope that the young officers who are hereafter to graduate may here receive such education, and acquire such practical skill as engineers, as to enable them, without risk or difficulty, to take the place and perform the duty of the engineer in a vessel propelled by steam, whenever any casualty of the service may render such accidental substitution necessary. We perceive with much satisfaction, from the correspondence which has been submitted to us, that the important subject has already engaged the attention both of the academy and of the department. In this view we unanimously recommend that, in addition to the practice ship now in the service of the academy, a small vessel propelled by steam, and in which the management of steam power and of the steam engine may be practically learned by the students, be placed permanently at the disposition of the academy. In no other manner, we feel assured, can such a vessel be made to render more important service to the country.

In view of the many specialties of instruction and practical skill which are called into exercise in the handling of such iron-clad steamships as the government is now constructing, we understand that the department is inclined to station, as soon as possible, one such vessel in the harbor of Newport, where, being always kept in all respects ready for active service, it may serve at once to secure the defence of this region of the coast, and at the same time offer to the students of the academy an opportunity to master, by practical exercise, a new, difficult, and highly important branch of the naval profession, which can in no other way be so well learned. We are much gratified to learn that it is the wish and purpose of the department to make this important and highly desirable addition to the means of practical instruction now possessed by the academy.

In closing their report the members of the board of visitors unanimously consider it to be their duty to make known to the department, in emphatic terms, their unqualified approval of the present administration of the Naval Academy by the superintendent and the other officers of the academic staff.

Evidence is before us that these officers, each in his sphere of action, and especially the superintendent, with whom the responsibility of the management of the institution ultimately rests, enjoy, in the performance of their arduous and most important official duties, a large measure of the confidence of the department. The careful examination we have just concluded of the whole actual condition of the Naval Academy has assured us that this confidence is fully and eminently deserved.

With high respect, we have the honor to be, your obedient servants,

L. M. GOLDSBOROUGH,
Rear-Admiral, &c.
EDWARD EVERETT.
C. EAMES.
SIDNEY BROOKS.
HENRY K. HOFF,
Commodore.
C. H. CATHCART.
JACOB BUTLER.
R. B. HITCHCOCK,
Commander.

Upon the occasion of the delivery of diplomas to the graduating class, Hon. Edward Everett, at the instance of all his associates upon the board, and in compliance with the request of the superintendent and the other officers of the academy, addressed, on behalf of the board, and in the presence of a numerous audience of the friends of the institution, to the assembled classes, a public valedictory discourse.

Without consulting with Mr. Everett upon the subject, the members of the board have all deemed it proper, in this form, to bring the address, thus pronounced by their eminent associate, specially to the attention of the department. Its comprehensive and statesmanlike appreciation of the Naval Academy, in its relations to the government, to the naval profession, and to the public service, its patriotic spirit and its characteristic eloquence, appear to us, who have the honor to be associated with Mr. Everett upon the board, to render its extensive circulation not only advantageous to the academy, but in all respects desirable. We therefore take this method of making known officially to Mr. Everett our request that he should furnish a copy of his address, as a part of the proceedings of the board, and an expression of its views, and we recommend to

the department its publication, either in connexion with this report, or in any other form which may seem expedient.

With high respect, we are, &c.,

L. M. GOLDSBOROUGH,
Rear-Admiral and President of the Board,
for himself, and in behalf, by instructions, of all
the members of the Board except Mr. EVERETT.

Hon. GIDEON WELLES,
Secretary of the Navy.

NAVAL ACADEMY,
Newport, Rhode Island, June 2, 1863.

SIR: At the request of Rear-Admiral Goldsborough, United States navy, I have the honor to transmit to the department the accompanying paper.

I have the honor to be, sir, very respectfully, your obedient servant,

G. S. BLAKE,
Commodore, Superintendent.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES NAVAL ACADEMY,
June 2, 1863.

SIR: I beg to transmit the following extract from the proceedings of the board of visitors, at the final meeting, on this date:

"The following resolution was offered by the Hon. Edward Everett, and unanimously adopted:

"*Resolved unanimously*, That the thanks of the board of visitors be tendered to their associate, Hon. Charles Eames, for the important service rendered by him in the preparation of a comprehensive and able report of their proceedings, and of the condition of the Naval Academy, as disclosed by the examinations attended by the board, and by the inspection of the various departments of the institution."

Very respectfully, sir, your obedient servant,

F. B. BLAKE,
Lieut. Com'dr and Secretary of the Board.

Commodore G. S. BLAKE,
Superintendent.

C.

UNITED STATES STEAMER MACEDONIAN,
Newport, R. I., September 29, 1863.

SIR: Agreeably to your instructions of June 5, I have the honor to submit the following detailed report of the practice cruise made by this ship during the past summer.

On the 1st and 2d of June one hundred and twenty-six midshipmen were

embarked, consisting of twenty-four of the first class, three of the second, thirty-six of the first division of the third class, sixty of the third class, and three of the first division of the fourth class.

Following the usual plan, the midshipmen were put on the ship's watch-bill, so that in their stations they were mingled indiscriminately with the crew. In quartering, the midshipmen were assigned exclusively to the first division, or port battery, on the gun-deck, while the two pivot guns on the spar-deck, and three 8-inch guns on the main deck, were manned exclusively by seamen.

The crew proper, consisting of petty officers, seamen, &c., numbered one hundred and seventy-eight. The number of officers amounted to seventeen, making, with the midshipmen, a total of three hundred and twenty-one.

Having swung the ship, to ascertain the amount of deviation of the compasses due to local attraction, at meridian of 6th June we weighed and commenced working out with the ebb tide, accompanied by the Marion and America, in line of battle.

When well out from the land, signal being made to part company, our consorts bore up for Long Island sound, while we stretched away to the eastward, with a light southwesterly breeze and a promising sky.

Crossing the tail of the Newfoundland banks in latitude 44° 47′, we soon afterwards passed through the avenue of icebergs, when, on the 15th, a wild and confused sea, with a calm and low barometer, admonished us of coming bad weather. The consequent preparations were soon after justified. On the night of the 17th instant it commenced with moderate gales from the southward and eastward, which steadily increased until the 18th, when the indications led to the supposition that we were in the vicinity of the centre of a cyclone. Acting on that hypothesis, the ship was run to the southward and eastward, the wind having hauled fair, to get a steady and less violent wind on its outer perimeter, the centre of the cyclone bearing north. Early on the 18th had fresh westwardly gales, which continued till the 23d, and seemed to corroborate the previous supposition. For keeping pace with the centre, and preserving the same bearing, we should have had, as we did, a constant wind. On our arrival in England we found the hypothesis to be correct.

The midshipmen had not been long in getting their sea-legs aboard, and stood the rough weather very well, there being fewer cases of sea-sickness than were anticipated.

At 3 a. m. of the 25th got soundings in sixty-five fathoms on the Great Sole bank, and at 8 p. m. the next day, 26th, anchored inside the Plymouth breakwater, having accomplished the run in a few hours over twenty days.

The usual salutes were exchanged, and visits made, and as soon as the nature of the cruise and the object of the visit were made known, permission was readily obtained, and a time fixed, to inspect the dock-yards.

On the appointed day the port-admiral, Sir Houston Stewart, very kindly placed at our disposal the steam yacht Princess Alice, which easily accommodated the entire body of midshipmen and officers. After inspecting the docks, the various lofts, ship-houses, and workshops, the steamer conveyed us up the beautiful river Tamar for the purpose of seeing one of the wonders of engineering skill, the Albert bridge, at Saltash. Not the least agreeable part of this trip was in going through lines, seemingly interminable, of old hulks of various classes, from the majestic liner to the suicidal ten-gun brig; ships, many of whose names, as we read them in passing, awakened a thrill of interest that was in itself sufficient compensation for the visit; ships whose very names suggested "Nelson and victory." Having for many years borne the brunt of battle, and braved the ocean and its storms, these noble old relics of a past and glorious age now swing peacefully at their moorings, rendering still such service as their age will admit, as receiving, gunnery, training, store, and hospital ships.

It is in the dock-yards that one commences to get a true idea of the naval wealth and strength of England.

Though I have first spoken of the Tamar, the Greenwich hospital of men-of-war, the present strength of England is not to be computed according to the ideas which prevailed when the Victory was in her prime. On the contrary, everything we saw of the present navy seemed to be on the very crest of the wave of improvement, with no lack of provision for the future. I had heard with some degree of incredulity that a steam line-of-battle ship could be taken out of "ordinary" and completely fitted for a cruise in forty-eight hours; but I ceased to marvel after my visit, finding such expedition but the natural and inevitable result of that admirable system known as the "steam reserve." This, together with the training-ships for boys, the drill-ships for seamen, gunners' and the victualling yards, were among the most practical and instructive objects which came under my notice, any one of which might well form matter for a special report.

Our reception here, as well as at other of the English ports, was, both officially and socially, of the most flattering nature; but as I have spoken so fully of this in former reports, it is scarcely necessary to revert to it now.

From Plymouth we ran into Portland to take a look at the formidable iron-clad fleet which they already have in commission. The Black Prince was, till quite recently, regarded as a modern ship; but she is now entirely eclipsed (I take the sense of their own officers) by the Royal Oak, a sea-going iron-clad frigate of fifty guns and over four thousand tons burden; and even the latter is in turn excelled, in respect to harbor defence, by the Royal Sovereign, a cupola vessel of nearly the same tonnage.

It is a great mistake to point in derision to the long list of old sailing vessels at the English yards. As well might one affect to see her seamen in the decrepit pensioners of Greenwich, as her naval strength in the "wooden walls" of old. With her resources, England can follow any revolution in naval science, however sudden and violent, with a rapidity at least equal to that of any other country; and she is to-day, comparatively speaking, as powerful on the ocean as she ever was.

While at Portland I visited the Britannia, an old line-of-battle ship, fitted up as a school for midshipmen; but as the cadets were absent on leave, I had little opportunity of getting more than a general idea of their system.

On the evening of the 3d of July we anchored at Spithead. On the 5th the midshipmen visited the dock-yards at Portsea, being conveyed there by the Pigmy, a small steamer which, with great consideration, had been placed at our service as a tender during our entire stay, by the port-admiral, Sir Michael Seymour.

The dock-yard here, though scarcely as extensive as the one at Plymouth, contains large basins, wet and dry docks, immense storehouses, anchor forges, iron and copper foundries, a ropewalk, victualling office, the naval college, &c., &c., most of which were visited with much interest by the midshipmen.

In the stream lay the Victory, still proudly flying an admiral's flag; the Excellent, gunnery ship; the St. Vincent, training ship for boys, an admirable institution, and one well worthy of imitation; and others of more or less note.

At daylight on the morning of the 10th, weighed, and, standing over for the French coast, anchored in Cherbourg roads at 7 the next morning.

The courtesies which had so gratified us in the English ports were not wanting here. Permission was readily accorded to visit the naval works, and every facility offered for seeing each object of interest.

There are few places more instructive to the naval officers than Cherbourg. Besides the chain of forts defending the harbor, there is the most magnificent breakwater in the world, enclosing an area of about two thousand acres of water, affording ample and secure anchorage for the largest fleet. Then there

are the huge basins hewn out of the solid rock, and docks in which the largest of modern ships can be caulked. The "Bassin," inaugurated in the summer of 1858, is 1,365 feet long, 650 broad, and about 60 feet deep, and has along its sides seven building slips and seven graving docks. The three docks contained in this navy yard can accommodate, it is said, without difficulty, no less than forty sail of the line! This is scarcely the place for a detailed account of these yards, even were they less familiarly known, but a brief quotation from a published account of Cherbourg may serve at once to convey an idea of the extent of the works, and the admirable system with which everything is conducted. "The result" (of all these works) "is, that at this port 100,000 men, with all their stores, ammunition, and baggage, could in a few hours be embarked, and 80,000 men could be embarked without the aid of a boat."

The French navy of the present day is, for system and discipline, probably not excelled by that of any other nation, and it affords a rich field of study for our young officers.

Our navy, in its original organization, was modelled after the English, which in that day was, without question, the first in the world; but the relative condition of affairs has greatly changed since that time. Within the last thirty years the French navy has been completely remodelled and rebuilt, and is now no mean disputant for the sovereignty of the seas. This change has been so rapid and complete, that few are aware of its present admirable condition. A few of its leading features may be briefly noticed in passing. For example, their training ships for boys, which the English copied from them; the gunnery ships, for the instruction of seamen-gunners, which they borrowed from the English; the education, examinations, and promotions of seamen, petty and warrant officers; the admirable system of promotion of commissioned officers, and the almost perfect system of organizing the *personnel* of their ships.

The Prince de Joinville is very justly styled "the father of the modern French navy;" but after him and his preceptor, Admiral Lalande, there is no doubt the present state of that navy (as with the English navy) is due to the existence of a Board of Admiralty, which, under the minister of marine, administers the affairs of the navy.

The French naval school graduates about sixty élèves per annum, the number of failures being about one-fifteenth or one-sixteenth of the whole number entered. The secret of this success lies in their high standard of admission; the young candidate being required to pass as rigid an examination in the academic branches as our midshipmen are upon graduating. One feature of this school is quite worthy of notice: it is the thoroughness with which everything undertaken is accomplished. Practical seamanship is taught by a *maitre de manœuvre;* and the school of the battalion and the science of skirmishing, for which sailors are so well adapted when operating on shore, are learned by the young naval officer *after* he has been graduated, and under the same officers who drill the celebrated *Chasseurs de Vincennes.*

The whole naval school is contained on board one line-of-battle ship, the Borda.

Lisbon was our next port, from whence we sailed for Cadiz; thence to Madeira, which place we left on the 20th August. Steering to the southward and westward, we soon struck the trade-wind belt in latitude 25°, and so across, inside the Bermudas, to New York, where we arrived on the 20th September.

We were not unprepared at any time for meeting an enemy, but on leaving the last foreign port, Funchal, it was thought advisable to disguise the ship as much as possible. This was so well accomplished that we had the satisfaction on two occasions of being taken by those well skilled in such matters for anything but an American. I had contemplated devoting the last few days of the season exclusively to target practice and boat exercise, for which we had no opportunity while abroad; but the orders to send the midshipmen on leave

changed all previously arranged plans, and deprived us of an opportunity of showing to a board of inspecting officers, which it was my intention to ask for the progress made by the midshipmen in their exercises. Were such an inspection regularly held at the termination of each summer's cruise it might prove advantageous.

We left New York on the 23d, and anchored off Fort Adams at 2.30 a. m. of the 25th.

I cannot cease to regret that the present senior class, styled first division of second class, did not make the late cruise with us. These young gentlemen were among the most promising in the school, and the best of all calculated by their studies and former experience to profit by a summer's cruise. In some respects it may be very desirable that they should be so liberally indulged in leave of absence, but the rendering of those four months, so invaluable to them as officers, a perfect blank, seems to make their profession altogether secondary.

STUDIES AND EXERCISES.

During the cruise a routine of exercises was adopted, such as is usually put in force on board our men-of-war, by which the midshipmen got a fair share of the great gun and other drills. Besides their own guns in battery, all the midshipmen, and in fact all the seamen, were exercised at the 100-pounder Parrott guns on the forecastle and quarter deck, for it was thought we should have [illegible] crews for our most valuable guns, in case of a protracted engagement. There were also drills with the boat howitzers and broadsword.

The senior class were not so proficient as I could have wished in their manner of conducting exercises, but the plan already adopted here, of making all first-class men in turn drill others, will tend to correct this defect.

While on a foreign cruise the aim is ever to make quick passages. Those exercises which retard the ship's progress are, therefore, rare. We had night-quarters, however; fire-alarms; the alarm of a man overboard; exercise in hoisting out all boats at once; and under favorable circumstances, at sea, got the main yard in the starboard gangway, fished and sent it aloft; besides "shifting a topsail, in chase," shifting a close-reefed topsail, &c., &c., &c. Some of the exercises were fair for a ship manned by young midshipmen and merchant seamen. On one occasion of general quarters at sea, the drum commenced beating at 11.30 p. m., one watch being turned in. The battery was cleared and the first gun fired in four minutes, and reloaded with cartridge passed up from magazine, and fired a second time, in sixteen minutes from the first tap of the drum. This gun belongs to the second division, and was manned by seamen. The time may seem long, but the composition of the crew must be borne in mind, and also that the ship was less than two months in commission. The alarm of fire was given late one evening at sea, when, without waiting for the drum, the people rapidly assembled at their quarters as provided by the fire-bell. The berth deck was filled with smoke issuing from the fore hatch, and officers on that deck actually felt the fire through the soles of their shoes, so intense was the heat in the forehold, and so complete the deception. Water was promptly supplied, the magazine cocks ready to turn on, yard and stay tackles up, and midshipmen, acting as sentries, with fixed bayonets, stood guard over the boats in the davits. So soldierly were these latter that parties of seamen, secretly instructed beforehand, rushed for the boats, and commenced lowering, without disturbing their military propriety.

The alarm of "a man overboard" was given when it was quite dark, the ship being under royals and starboard studding sails. The life-boat's crew were soon in their boat, but as we had the very clumsy boat-gear, common to our men-of-war, I would not risk the men's lives by placing the boat in the water under such dangerous circumstances. The buoys, which had been cut away, were hauled on board by lines previously attached.

I would most earnestly recommend that the two quarter-boats be fitted with the Davidson apparatus.

After a crew had been stationed and exercised, these false alarms at unexpected times are of much practical utility in getting a ship in a high state of discipline, and may be made very efficient during the practice cruise; exercises in swimming we scarcely ever had opportunity for indulging in. In fact, the foreign cruise prevents many exercises which our own coast and frequent harbors offer great facilities for. This is one of several reasons which weigh against going abroad during the summer.

During the first of the cruise, Lieutenant Sampson took charge of the instructions in seamanship. Lieutenant Picking undertook, during the middle third, instruction in gunnery, while the last portion of the cruise was given up entirely to practical navigation; instruction in the latter branch was conducted by Lieutenant Swann, and I cannot do less than warmly commend him for the interest he took in this duty, and the energy with which he carried on the instruction. He succeeded most happily in rendering this branch popular among the midshipmen, and the progress they made in consequence was very gratifying.

The senior class were well drilled in the duties of master of a ship, took observations of the sun, moon, and stars for latitude and longitude, sights for determining variation of the compass, and sights for determining the error and rates of the chronometers. Charts of the North Atlantic, on Mercator's projection, have been constructed by all this class, and the track of the ship plotted, since leaving Newport. From Funchal to New York they have been required to plot their own work.

The 1st division of the 3d class, having entered the school at a comparatively recent date, had never before had a Bowditch or a sextant in their hands. Commencing with a day's work, they steadily advanced to observations for latitudes, time-sights and azimuths, and many of them have extended their observations to the stars. They also worked out examples for rating chronometers, and received a great deal of oral instruction, rendered necessary by the almost entire absence of books.

The 3d class and 1st division of the 4th class, under Midshipman L. Clark, assistant to Lieutenant Swann, learned to work out a day's work, to read and adjust a sextant; the majority to find latitude by meridian observations of the sun, and the more ambitious to take and work out time-sights. Midshipman Clark was of very great assistance in instructing, and acquitted himself very creditably. I forward herewith Lieutenant Swann's report, which is well worthy of attention.

In this connexion, I would present for your consideration the question whether it would not be better always to have a sea-officer to take charge of the instruction in navigation during the summer cruise.

Perhaps it should have been mentioned under the head of exercises that the senior class, from the time of our leaving Cherbourg, had a regular day watch at sea, and a night and day watch in port; midshipmen were also put in charge of the several decks as mates, besides being stationed aloft as officers of the tops, at "all hands," &c., &c. The plan of changing these details every day I cannot recommend. The mere temporary occupation of a place divests its duties of all interest, renders its responsibilities uncertain, and for instruction is almost useless; the officers of the watch and mates of decks were detailed for extended periods, to enable them to acquire some knowledge of their duties, and in a manner to become familiar with them. This was found to be more beneficial to the discipline of the ship, and to the midshipmen themselves.

Two of the regular watch officers, Ensigns Cooper and D'Orleans, were graduated only last June, and it is quite creditable to the institution that they should prove as competent as they did to discharge their several duties. Mr. Cooper assumed the responsibilities of master of the ship from Cherbourg to

Cadiz, and was there relieved by Mr. D'Orleans. The latter navigated the ship from Cadiz to Madeira, making an excellent land-fall; here he rated his chronometers and performed the duties of master thence to New York in a very thorough and careful manner.

One of the objects of a summer cruise is to enable the midshipmen to gain a more extended knowledge of the profession, in seeing different navy yards, ships, studying the phenomena of the weather, ocean, &c.; but it is found that if their attention is not particularly drawn to these matters, they are entirely lost to them. With a view, therefore, of turning their thoughts as much as possible to the contemplation of professional subjects, and developing their faculties for close observation, they were obliged at various times to send in compositions on the different portions of the cruise; for example, papers were required "on our passage across to England," which comprehended a discussion of cyclones; "on our visit to England," which offered a good opportunity of showing what knowledge they had gained by a visit to the English dock yards and men-of-war, &c., &c. If a ship or yard is visited with the certainty that an article must be written on it, the scrutiny will be closer, the facts gathered will be far more comprehensive, and the sum total of information gained more valuable; this information, while fresh in the memory, is committed to writing, and the visit turned to the best account possible. Otherwise, sight-seeing, beyond the mere momentary gratification, is of little practical value to the majority of midshipmen.

JOURNALS.

And why should not much of this kind of information be found in their journals? Even a faithful copy of the ship's log-book presents but a dry array of dates, recording the least interesting and instructive narrative that could be written of a cruise. Log-books, as a general rule, are singularly barren of interesting matter, and why should an officer's journal be the same? Besides containing sketches of remarkable headlands, light-houses, and the distinguishing features of every foreign port visited, journals, to be useful in after years, and to induce a habit of acquiring useful knowledge, should contain notes on the pilots of each place; on the facilities for water, provisions, wood and stores; on facilities for docking and repairs; on the anchorage and tides; on the military defences; the etiquette peculiar to the place; the name and brief description of every man-of-war in port, and such other items as may prove useful for future reference. The journals of Commodores Bainbridge and Porter are still read with an interest which no log-book literature could ever excite. These general ideas were conveyed to the midshipmen through the medium of a "general order" on the subject, and adopted by a few.

I forward herewith a few of these papers for your inspection; some of them are, I think, extracts from their journals, and are quite creditable. The junior class sent in sketches of spars and rigging, drawn in blank books kept for the purpose. This plan leads to habits of close scrutiny also, so invaluable to a naval officer.

MESS ARRANGEMENTS.

It is very desirable that the mess arrangements should be as comfortable as consistent with other and equally important considerations. Now, it is perfectly compatible with this idea that I present for your consideration the following changes, which my experience leads me to believe would be improvements. That the navy ration (much improved of late years) form the basis of mess supplies, augmented by a sufficient allowance of vegetables, flour, &c.; and that the midshipmen mess on swinging tables on the main deck.

I cannot recommend the painting of the berth deck, as it is not conducive to

cleanliness or health; and I would further invite your consideration to the propriety of restoring the sick bay to its original use, and having the washing arrangements on the gun deck, a plan which I believe to be perfectly practicable.

CLOTHING.

The clothing of the midshipmen requires great care; and it was only by careful inspections every morning at quarters that towards the latter part of the cruise they began to make a presentable appearance. Seamen were appointed to wash and sew, each one having a certain number of midshipmen to look out for; but even with this arrangement many of them were unable to pass muster, because of the very inadequate supply of clothes on board. Although but a month out, it was found necessary to make purchases in England, where our bills for clothing and small stores alone, amounted to $1,156 12, and even with this supply we were compelled to make purchases on our arrival in New York. I would suggest that the paymaster take out among his stores an ample supply for the midshipmen, or that an agent of the storekeeper go out in the ship, for, besides clothing, toilette articles, books, drawing materials, &c., &c., are constantly needed.

PUNISHMENTS.

The punishment prescribed by the regulations for the academy seems scarcely adapted to a sea-going ship. If the limit of 200 demerits and dismissal be rigidly adhered to, it might perhaps answer, though even that seems doubtful. However earnest the endeavor to inculcate the idea that they are officers and gentlemen, midshipmen will naturally be boyish at times, and those who give greatest promise of future usefulness may prove the most unmanageable. Might not some other plan take the place of demerits for the summer cruise, which will serve to tell more immediately and emphatically on the discipline of the ship, with a further view to discipline. I would also propose that the recreations of the midshipmen be more cared for. If suitable music were provided they could be indulged in dancing and singing after all exercises for the day were over, and their happiness and contentment, and consequently their tractability, would thus be greatly promoted. Might not the restriction against chess and checkers be modified in favor of the summer's cruise, for the same reason.

THE CREW.

The seamen for the practice ships are generally picked up at random, and are not always the best class of sailors that can be found. The question is: How far the indiscriminate mixture of young gentlemen with them affects the moral tone of the school? For this and other obvious reasons the crews of these ships should be very carefully selected; nor should they be too numerous, else they alone perform all the work of the ship, while the midshipmen are content to look on. If the midshipmen were poorly off for clothes, the men were even worse. This condition of things is not creditable to the academy, while it serves as a constant bad example to the midshipmen; but no blame for this condition of affairs can be attached to the officers, for, from the way these ships were manned, it is inevitable. Good men-of-wars-men generally have a full allowance of clothing, and such only should go out in practice ships.

A set of good petty officers, and good leading seamen, can make the cruise of much greater advantage, and, as I had occasion to say in a former report, should be regarded in the light of sub-instructors, as they have the opportunity of imparting much useful information, both at sea and in port, on deck, or aloft, at night, and during the day, and they should be encouraged to do so. Young midshipmen will fraternize with petty officers, and by the inductive process gain such knowledge as they would never derive from their superiors.

THE PRACTICE CRUISE.

In the limited term of a practice cruise, as every moment should be devoted to its legitimate object, no time can be devoted to "getting things to rights." The ship should be in the very best order before starting on her cruise, and with this view officers and men should be placed on board in ample time. But there is one thing which will greatly promote the value of a summer's cruise, and that is, to let the practice vessels cruise in company.

It has been found in England and France that the maintenance of the channel and Mediterranean fleets has accomplished wonders in bringing the respective navies up to the highest state of efficiency. Precisely the same principle would hold good with our little practice squadron. An emulation is excited among the ships which is productive of a state of discipline and efficiency which a single cruiser can never attain.

I forward herewith reports from the different officers, some of which point out necessary alterations about the ship. The letter from the carpenter mentions two leaks, which should be attended to before she goes out again.

I have the honor to be, sir, your obedient servant,

S. B. LUCE,
Lieutenant Commander, Commanding.

Commodore G. S. BLAKE, U. S. N.,
Supd't U. S. Naval Academy, Newport, R. I.

NAVAL ACADEMY,
Newport, R. I., October 20, 1863.

SIR: I beg to transmit herewith a copy of a report made to Lieutenant Commander S. B. Luce by Lieutenant Thomas L. Swann, which sets forth more particularly than Lieutenant Commander Luce has done the progress made in practical navigation by the midshipmen embarked in the Macedonian.

I have the honor to be, sir, respectfully, your obedient servant,

G. S. BLAKE,
Com'dr and Supd't Naval Academy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES SLOOP MACEDONIAN,
At Sea, September 20, 1863.

SIR: I respectfully beg leave to submit to your consideration the following report of the progress made by the midshipmen on board in navigation since leaving Madeira:

The first class I have divided into four portions, and have given each portion a good practical drilling for one week at a time in the duties appertaining to a master of a ship. They have taken all observations for determining positions by sun, moon, and stars, possible, such as meridian altitudes of sun and moon; altitude near moon; double altitudes of the sun, and single altitudes of stars for determining latitude; time-sights of sun, moon, and planet for longitude. They have also determined the variation of the compass by amplitudes and azimuths, and shown how to swing ship for determining local variation. Observations have been taken by all when in port, and the error and rate of the chronometer determined. A few have gone so far as to take lunar observations. Charts have

been constructed by all of the North Atlantic, on Mercator's projection, and the track of the ship laid down since leaving Newport; and from the time of leaving Funchal, the track has been plotted from their own observations.

The advanced third class have made rapid and most gratifying progress. Having entered the academy last October only, none of them have ever had a sextant or Bowditch in hand until a month since. Commencing with a day's work they have gradually advanced so far that all are able to take meridian observations for latitude, time-sights for longitude, and azimuths for determining variation. Many of them have also taken observations of the polar star, and some of the other bright stars. In addition, there being no full moon at night, (thus precluding observations,) I have given them examples for determining latitude and longitude by that body; have shown them how to determine the error and rate of a chronometer, and required examples of the same to be worked out. They have had local deviation explained, and how determined; also how to determine and allow for currents. The third and fourth classes, under the instruction of Midshipman L. Clark, (my time being wholly occupied by the first and advanced classes,) have learned how to work out a day's work, to read a sextant and to adjust it; a majority how to determine latitude by meridian altitude of sun, and some of them have taken time observations for longitude. I have required them to send in their work latterly to me.

Where all have made such gratifying progress, I do not like to make invidious distinctions; still there are some who I would like to bring forward to your notice as having displayed marked aptitude. Midshipmen Henderson and L. Clark, of the first class; Midshipmen J. R. Adams, Dahlgren, and Emory, of the third class; and in the advanced class there are a dozen or so—Amory, Soley, Lyon, Mackensie, Cutts, Watts, Dayton, and others still—who are so very apt that I do not think it right to mention one without mentioning half the class.

In conclusion, I would add that it has been a pleasure, rather than otherwise, to instruct such pupils as I have had, and hope that my desire to give them the credit I think justly their due will be sufficient apology for otherwise a rather lengthy report.

Respectfully, your obedient servant,

THOMAS L. SWANN,
Lieutenant.

Lieutenant Commander S. B. Luce,
Commanding U. S. Ship Macedonian.

D.

Vessels lost in the United States naval service from December, 1862, to December, 1863.

Name.	Class.	Guns.	Tons.	Date.	Where and in what manner.
Amanda	Bark	7	368	May 27, 1863	West coast of Florida during a gale.
Brockenborough	Schooner	1	60	....do	Do. do.
Baron de Kalb	Steamer	13	512	July, 1863	In Yazoo river, by torpedo.
Bainbridge	Brig	7	259	Aug. 21, 1863	Capsized off Cape Hatteras.
Barrataria	Steamer	2	400	Ap'l 7, 1863	Grounded in Amité river, Louisiana, and burnt.
Cairo	Iron-clad steamer	13	512	Dec. 12, 1862	Sunk by torpedoes in Yazoo river.
Columbia	Steamer	6?	600?	Jan. 14, 1863	Wrecked on coast of North Carolina.
Clifton	....do	8	892	Sept. 8, 1863	Captured in engagement with batteries at Sabine Pass.
Crocus	Steam-tug	2	122	Aug. 17, 1863	Wrecked on Body's island, North Carolina coast.
Diana	Steamer	2	400?	Mar. 28, 1863	Captured in Berwick's bay.
Glide	....do	6	137	Feb. 7, 1863	Destroyed by fire at Cairo.
Harriet Lane	....do	4	619	Jan. 1, 1863	Captured at Galveston, Texas.
Hatteras	....do	4	1,100	Jan. 11, 1863	Sunk off Galveston by the rebel steamer Alabama.
Indianola	Iron-clad steamer	4	442	Feb. 24, 1863	Captured in Mississippi river by rebel steamers.
Isaac Smith	Steamer	9	453	Jan. 30, 1863	Captured at Stono inlet.
Kinsman	....do	2	400?	April, 1863	Snagged and sunk in Berwick's bay.
Kosciusko or Lancaster	Ram	.....	500	Mar. 25, 1863	Sunk by Vicksburg batteries.
Keokuk	Iron-clad steamer	2	677	Ap'l 7, 1863	Sunk in attack on forts at Charleston.
Lilly	Steam-tug	1	50	May 3, 1863	Sunk in the Yazoo river by colliding with the Choctaw.
Madgie	Steamer	3	218	Oct. 11, 1863	Sunk off Frying Pan shoals.
Morning Light	Ship	8?	937	Jan. 21, 1863	Captured at Sabine Pass.
Monitor	Iron-clad steamer	2	776	Dec. 31, 1862	Foundered off Cape Hatteras.
Mississippi	Steamer	19	1,692	Mar. 14, 1863	Grounded in attack on Port Hudson, abandoned and burnt.
Preble	Sloop	11	566	Ap'l 27, 1863	Destroyed by fire at Pensacola.
Queen of the West	Ram	.....	500	Feb. 14, 1863	Captured in Red river.
Reliance	Steamer	1	90	Aug. 23, 1863	Captured near the mouth of the Rappahannock.
Satellite	....do	2	217	....do	Do. do.
Sachem	....do	5	197	Sept. 8, 1863	Captured at Sabine Pass.
Sumter	....do	5	460	June 24, 1863	Sunk off capes of Chesapeake by collision with the General Meigs.
Shepherd Knapp	Ship	8	838	May 18, 1863	Wrecked in entering the harbor of Cape Haytien.
Velocity	Sloop	1	100	Jan. 21, 1863	Captured off Sabine Pass.
Westfield	Steamer	8	891	Jan. 1, 1863	Grounded, abandoned, and blown up in Galveston bay.
		166	15,985		

NOTE.—Cincinnati sunk May 27, 1863, in an engagement with the Vicksburg batteries, but subsequently raised.

No. 1.

Estimate of appropriations for the Navy Department for the fiscal year ending June 30, 1865.

Secretary of the Navy, per act of March 3, 1853, 10 Laws, page 212, section 4	$8,000
Assistant Secretary of the Navy, per act July 31, 1862, pamphlet form, section 3, page 511	4,000
Chief clerk, per act of July 5, 1862, pamphlet form, section 3, page 511	2,200
One clerk of class four, per same act	1,800
One disbursing clerk, per same act	200
Five clerks of class three, per same act	8,000
Six clerks of class two, per acts of July 5, 1862, and February 25, 1863	8,400
Seven clerks of class one, per same acts	8,400
One messenger	900
One assistant messenger	700
Two laborers, at $600 each	1,200
	43,800

For incidental and contingent expenses of the Navy Department.

Blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items	$3,440

For the general purposes of the southwest executive building.

One day watchman, per act July 5, 1862, pamphlet form, section 3, page 511	$600
Four night watchmen, per same act, and act of February 3, 1863, salary $600 each	2,400
One laborer, per act July 5, 1862	600
One laborer	360
	3,960
Contingent expenses, viz: labor, fuel, lights, and miscellaneous items	5,000
	8,960

Estimate of appropriation required, under the head of contingent for the navy, for the fiscal year ending June 30, 1865.

Contingent for the navy	$250,000

Estimate of appropriation required for gratuities and medals of honor for the fiscal year ending June 30, 1865, under the act of July 16, 1862.

Gratuities and medals of honor	$5,000

Estimates of appropriations required, under head of pay of the navy, for the fiscal year ending June 30, 1865, to pay officers on reserved list and unemployed, and those employed for whom no estimates are submitted by the bureaus.

PAY OF THE NAVY.

Officers on light-house duty	$31,850
Officers on Coast Survey	21,935
Officers on special service	140,000
Officers on reserved list and unemployed	196,733
	390,518

Recapitulation of No. 1.

Salaries, Secretary's office	$43,800
Salaries, southwest executive building	3,960
Contingent, (civil,) Secretary's office	3,440
Contingent, (civil,) southwest executive building	5,000
Pay of the navy	390,518
Contingent for the navy	250,000
Gratuities and medals of honor	5,000
	701,718

No. 2.

REPORT OF THE CHIEF OF BUREAU OF YARDS AND DOCKS.

Compendium of the annual report from the Bureau of Yards and Docks, dated October 17, 1863.

Introductory remarks.
Remarks in reference to purchase of land adjoining Boston navy yard.
Views respecting a navy yard for the construction and repair of iron vessels.
Remarks in reference to clerks at navy yards.
Remarks in reference to wet basins.
Subject of floating docks for monitors and sloops.
Salary of civil engineer at California.
Views respecting contract system.
Remarks in reference to purchases in open market by navy agents.
Presents statement of the improvements and repair at each navy yard, naming the objects completed, and the amount expended thereon; what works have been in progress, with the aggregate expenditure upon the same; also the amount expended for contingent on account of yards and docks at each navy yard for the fiscal year ending June 30, 1863.
Submits estimates for objects of improvement and repair at navy yards for the fiscal year ending June 30, 1865, with detailed remarks as to the necessity of each object for which an appropriation is asked.
The same with reference to the naval hospital, magazines, and ordnance works at the different stations.
Remarks in regard to the naval asylum, stating the number of inmates and the expenditures for the same.

NAVY DEPARTMENT,
Bureau of Yards and Docks, October 17, 1863.

SIR: I have the honor to present my report of the doings of the Bureau of Yards and Docks for the past fiscal year, with estimates for carrying on the works of improvement and repairs, and for the support of the civil and military establishments at the navy yards and naval asylum for the next fiscal year. The objects for which appropriations were made by the last Congress, and on which no money has been expended, are: for a floating dry dock, for the purchase of a portion of Seavey's island, the construction of a hospital on that island, gas at the Washington yard, and Bishop's derrick at Portsmouth, N. H., and Washington yards. For reasons satisfactory to the department, no funds under these heads have yet been employed. The purchase of wharf property adjacent to the navy yard, Boston, has been consummated, and the property is now in possession of the government. The important subject of establishing a navy yard for the construction and repair of iron vessels, and for preserving them when laid up in ordinary, has attracted my attention, and after duly considering the matter, and knowing the anxiety of the department to speedily provide such accommodations in fresh water, I have come to the conclusion that the Delaware river affords the most convenient and safe haven for such an establishment, provided a proper site can be obtained for such object. The extent of the present yard is entirely too small for the object in view, but land, and good water-front adjacent, sufficient to increase the yard to about double its present area, can be obtained at a fair price—say about $300,000. Still the yard would be too small for such an extensive establishment as the wants of the service require. I have never been satisfied that League island possesses the best advantages for such accommodations as would be required to make the contemplated yard and depot complete in all respects. Therefore I have had a cursory examination made of other sites on the banks of the Delaware, to ascertain if a better location could not be found; and it appears that between Chester and Marcus Hook, for more than a mile, there is a nearly straight shore, with a fine, hard gravel beach. From high water along this shore the land rises from four to six feet, and thence presents a surface extending back about half a mile, rising slightly from the shore, and which will require scarcely any grading to put it in condition for building purposes. This is firm, solid ground, upon which it is believed any buildings required for navy yard purposes, within the present water-line, may be safely erected without piling. The land is of such character and in such condition that buildings might be commenced as soon as the plans can be prepared and the materials procured, and, when erected, can be brought into immediate use. At Chester, where the land is of similar character, extensive iron-works have been established, and several other heavy buildings are now being erected; these buildings are all of brick, and the nature of the foundation is such as to render piling unnecessary, and there were no piles driven. In the rear of the site alluded to there is a road leading from Chester to Marcus Hook, and a short distance west of this road is the line of the Philadelphia, Wilmington, and Baltimore railroad, from which a branch can be run to the river, thus connecting the site with the great line of railroad communication between the north and south, and affording excellent facilities for the transportation of materials and stores to the navy yard, should one be built at this place. The proprietors of the establishment referred to have a branch of the kind, and I am informed that some of the large guns for the monitors, which they have recently built for the navy, were made at Pittsburg, put upon cars and conveyed by railroad, without change, from the foundry to the sheers at their wharf, by which they were put on board the vessels.

The river at this place is nearly straight for a considerable distance and the currents regular and uniform, and from the Coast Survey chart of the river

there appears to be good water at a reasonable distance from the shore. I am decidedly of the opinion that there is no site on the Delaware river which unites so many good qualities as the location between Chester and Marcus Hook for a great iron ship yard. There is an abundance of land which I presume can be purchased at a reasonable price. It is of sufficient height above tide-water, firm and fast ground, requiring, it is believed, no piling for foundations and no excavation or filling of any consequence, except such as may be necessary in the construction of docks and wharves.

This site is within the State of Pennsylvania, and I believe it well worthy of a careful and thorough examination, and that the interests of the government would be promoted by such an examination before any definite action shall be had in reference to the acceptance of League island for a navy yard. This opinion is based upon a cursory and superficial examination of the premises, and it may be that a more thorough and careful survey might develop objections which do not present themselves at first sight; still it would seem prudent to make such careful examination of a site which promises so well before adopting a location for this important object, some of the objections to which are of so serious a character as to be at once discovered by the most superficial observer.

The experience of the past two years shows the necessity for an extensive establishment fitted with all the means and appliances for the construction of iron vessels and machinery. Such an establishment should be located in fresh water, and where materials and labor can be readily obtained, and where its benefits can be realized in the shortest possible time. Now, supposing the site to be selected shall be on the Delaware river, the questions which present themselves are the extension of the present navy yard, the reception of League island as a gift, and the purchase of ground between Chester and Marcus Hook. Of these three propositions I should, from my present impressions, give the decided preference to the last named.

I beg leave to repeat the remarks in my last annual report in regard to the pay of commandants' secretaries or first clerks, and to add thereto the pay of clerks of the yards; and to naval storekeepers, whose duties are at this time most onerous, and should be placed on a footing as to compensation with the second class clerks of the department. Clerks to paymasters, whose duties are laborious in the large yards, should also be increased to $1,200 per annum.

The subject of constructing wet basins for the accommodation of vessels in ordinary, where the yards are capacious enough to afford such accommodation, I beg to press upon your attention; and I can but refer to my former reports touching that subject, and especially at the New York yard, where it is found impossible to moor at the wharves or off the navy yard even one-half the vessels resorting to that yard for repairs, equipment, and lading with stores, and therefore I have inserted in the estimates, as a commencement of this object, the sum of $50,000. Of the ultimate cost of such a complete structure and establishment I cannot now accurately form an estimate; probably it will reach a million of dollars.

The navy yard at New York embraces a large area, some one hundred and ninety acres, including flats and cob-dock; but the soil of a large portion of it is of such a nature as to require very large expenditures of money to make it available for all the purposes of a dock-yard. Nevertheless, it seems to have been selected, after many and careful surveys, by skilful engineers and officers, of many other sites in the harbor and neighborhood of New York. It is beyond question to be the great naval depot of the nation, and therefore the country will not stop to count the cost of making the necessary improvements to answer the important ends the service requires. Already the buildings are crowded on the hard ground of the yard, and still more must be speedily erected to give security to the immense amount of stores constantly concentrating there. The great number of smaller vessels constructed and now under contract, and espe-

cially those of iron, which may demand frequent examination under water, call for two or more floating dry docks of smaller dimensions than those already constructed, for raising the monitor class as well as sloops up to fifteen hundred tons, and therefore I have entered in the schedule for New York and Philadelphia a dock at each, at a cost of two hundred and sixty thousand dollars ($260,000) each. This sum may appear large, but when the almost fabulous cost of material and labor at this juncture of our national affairs is considered, though perhaps difficult to account for, I believe the estimate is low.

The department has thought the salary of the civil engineer at the California navy yard, ($4,000,) which is established by law, was so much above that allowed the commander-in-chief of the yard, that the law of August 5, 1854, in that regard should be repealed, leaving it discretionary with the department to allow ample compensation according to circumstances, and for which I have estimated $3,200, that being the present salary of the commandant there.

In accordance with law, I shall submit plans, &c., of buildings estimated for, to you for approval at an early day, though some of them the bureau will cause to be modified.

I submit lists of bids for supplies under contracts, as required by law. In relation to the subject of contracts to be advertised for under existing laws, and awarded to the lowest bidders, I ask leave to say it is the most embarrassing of all the duties which devolve upon this bureau, and a strict compliance with the letter of the law is almost impracticable, to say nothing of the perplexities caused by the many defaulting bidders, and the litigation, cost, and delay attending such failures to comply with engagements. My opinion is, that the country can confide to the bureaus to make purchases, with the sanction of the department, either by advertisement or by calling on responsible parties, known in the communities to be respectable dealers, as the department shall in its discretion determine, and hold the bureaus responsible for their acts, and that such an arrangement will conduce very much to the interests of the government. It may not be generally understood, in viewing the contract system under the laws as they now stand on the books, that it occupies three months, after appropriations by Congress and approval for supplies, before contracts can be properly consummated; and when the long session occurs, and the appropriations do not pass till late in the season, supplies cannot be procured under this system till the best of the working season shall have passed, and consequently but a very limited portion of the work to be done, and the money appropriated to be expended, can be accomplished during the fiscal year for which it was appropriated; and therefore I would respectfully recommend the repeal of that portion of the laws of March 3, 1843, (see navy appropriations,) August 10, 1846, (see navy appropriations,) and March 3d, 1863, as now prescribe the manner and form of advertising and awarding contracts.

I would respectfully draw your attention to the subject of purchases by navy agents in open market of supplies for the navy. It so happens that particular firms or parties, whether dealing in the articles required or not, often furnish these supplies, without, perhaps, offering them for general competition amongst dealers in the merchandise required. This I have in vain endeavored to correct when it has been practiced. I would therefore suggest that navy agents should be compelled to establish their offices in the navy yards where requisitions are made, where supplies are received and inspected, and where they should be paid for, and to act more under the immediate direction of commanders of stations than they are now subjected to, or else that the agencies be abolished and a commissioned paymaster be directed to perform the duties of navy agent, upon his duty pay. I am fully aware that such a reform would meet with determined opposition, but my long experience has nevertheless prompted me to run the hazard of suggesting it for your consideration. The estimates for improvements, repairs, and for machinery, &c., at the respective yards, with

reasons therefor, as well as a report of the progress of the last year, are as follows, commencing with—

PORTSMOUTH, N. H.

The only object of improvement which has been completed at this yard during the past fiscal year is the quay wall near the landing; this work has been done in a thorough and substantial manner, and the amount expended during the year is for materials $600, and for labor $4,019 46, making an aggregate of $4,619 46. The works which have been in progress during the year, but which are not yet completed, are machine shop and smithery, fitting and furnishing machine shop, reservoir, storehouse No. 11 extension, futtock saw-mill and building, repairs of floating dock, and repairs of all kinds; upon these several objects there has been expended during the year for materials $44,829 35, and for labor $58,868 23, making an aggregate of $103,697 58. The work upon these objects has been prosecuted with vigor, and the progress made is quite satisfactory. The amount appropriated for Bishop's derrick has not been expended for the reason that the advertisement elicited but two bids, and both being informal, they were rejected; and as a similar derrick is now constructing at the New York navy yard, it was thought best to delay the construction of that at Portsmouth until the New York derrick is completed and fully tested. There has been expended during the fiscal year, for objects coming under the head of contingent, the sum of $90,536 02.

Plans and estimates are submitted for the fiscal year ending June 30, 1865, for the following objects, viz: For plumber's, coppersmith's and tin shop, quay walls, mooring pier, iron store, extension of ship-house, machinery and tools, repairs of floating dock, for repairs of all kinds, and for barracks and guard-house on Seavey's island, amounting in the aggregate to the sum of $151,935.

Plumber's, coppersmith's, and tin shop.—The workmen employed in these branches are now in a temporary building entirely unfitted for the purpose, and it is deemed economical and highly necessary that a proper building should be erected for the accommodation of these several branches of work. By concentrating the work, and placing the men under the more immediate and constant supervision of the master workman, the execution of work will be expedited, and a great saving of expense effected.

Quay walls.—This object is of great importance, as the large number of vessels now visiting the yard produces great inconvenience in consequence of the limited extent of wharfage. The amount asked for will finish and fill in three hundred feet of wharf, besides furnishing good wharf room for receiving and shipping ordnance stores and materials, and will add much to the conveniences of the yard. The appropriation is strongly urged.

Mooring pier.—The wooden piers on the north side of the floating dry dock are not of sufficient strength to secure that structure in tempestuous weather. A stone pier on the south side is deemed particularly important for hauling and mooring the dock in safety, especially at this time when its services are so frequently and imperatively required.

Iron store.—Much damage as well as expense has been incurred from the present arrangement of storing the iron in the basement of the navy store. The store is remote from the smithery, and the basement is much needed for the storage of beef, pork, &c. It is therefore proposed to erect an iron store near the smithery, where the iron can be kept in good condition and convenient for use.

Extension of ship-house S.—This house, the only one at present available for building new vessels, is not of sufficient length to cover ships of the class now building, and it is important that both workmen and ship should be protected from the weather; it is therefore proposed to add fifty feet to its length, and an estimate for the purpose is submitted, and an appropriation strongly urged.

Machinery and tools.—The details of this object embrace such articles as the shops require to place them in a state of efficiency. Additional tools for the repair of steam machinery are absolutely necessary, and those enumerated are of the class found in all well appointed shops. An appropriation for this object is particularly recommended.

Repairs of floating dock.—The amount asked for this object will be required for calking, painting, and renewing such timber and plank as constant use and natural decay will render necessary.

Repairs of all kinds.—The amount estimated under this head will be necessary for the usual annual repairs of the various buildings and other works, and to meet the unusual demands for temporary sheds and other objects not required in time of peace.

Barracks and guard-house on Seavey's island.—In consequence of the very exposed position of the navy yard, it was thought by the department necessary to mount a few guns on Seavey's island for the better protection of the harbor. This has been done, and the estimate now submitted is to provide quarters for the accommodation of one hundred contrabands, rated as landsmen, paid from navy pay appropriations, and commanded by officers of the navy placed in charge of these defences.

BOSTON.

The works of improvement which have been completed at this yard during the past fiscal year are, completing machine shop, masting sheers, repairing coal-shed wharf, and painting buildings; upon these objects there has been expended, during the year, for materials $6,153 86, and for labor $15,486 42, making an aggregate of $21,640 28. The progress upon these works has been satisfactory, and all have been completed within the appropriations, except the completion of machine shop, which has cost $255 72 more than the estimate. This excess, however, is more than met by the balances remaining over on the other objects.

The works which have been in progress during the year, but which are not yet completed, are, machinery for machine shop, paving and draining at new shops, coal-house for foundry and smithery, pipes for Cochituate water, house for heavy hammer, futtock saw-mill and building, and repairs of all kinds. Upon these several objects there has been expended, during the year, the sum of $152,423 40.

Most of these works are well advanced, and their early completion is confidently expected. When the heavy forge hammer is completed, this yard will be well provided with means for the manufacture and repair of steam engines, machinery, and iron armor for plating ships. There has been expended, during the year, for objects coming under the head of contingent, the sum of $195,853 31.

Plans and estimates are submitted for the fiscal year ending June 30, 1865, for the following objects, viz: additional appropriation for joiners' shop and painters' loft; additional appropriation for coal-house for foundry and smithery; extension of sheer wharf, railroad tracks, and for repairs of all kinds, amounting in the aggregate to the sum of $184,500.

Additional appropriation for joiners' shop and paint loft.—Under the law, proposals were invited for the erection of this building, but the lowest offer received far exceeded the amount appropriated, and, consequently, no contract has been made. This excess of cost over the estimate is due to the greatly increased cost of labor and materials at this time. The necessity for the building still exists, and the wants of the service are more urgent at this time, and therefore an additional appropriation is asked for, that the building may be erected without further delay.

Additional appropriation for coal-house for foundry and smithery.—Recent experience has shown that the site originally selected for this building is indis-

pensable for the use of the constructor's department, and that increased accommodations for this purpose are required. It is, therefore, proposed to locate the building nearer to the foundry, and to increase its dimensions; and for this purpose an additional appropriation will be required.

Extension of sheer wharf.—This wharf is one of the most important in the yard, and its enlargement will add greatly to the facilities for fitting out vessels; and it is much needed, as great inconvenience is often experienced from the contracted space around the sheers, where vessels must lie to receive their masts, boilers, and other heavy articles.

Railroad tracks.—The great advantage of this work in the transportation of materials and stores from point to point, within the yard, will be apparent on an inspection of the plan; and in addition to this, a connexion with the branch of the Fitchburg road will enable the contractors for oak, timber, and probably other materials, to deliver supplies at any part of the yard at less cost to the government by the amount of expense of breakage, freight, and teaming, to which they are now subjected. The railroad company are about extending their track to the navy yard gate; and with a track in the yard, articles may be delivered at the precise point desired.

Repairs of all kinds.—The amount asked under this head is for the usual annual repairs of the various buildings, docks, wharves, and other improvements, and to provide means to meet the numerous demands which must necessarily be made upon the fund during a state of war.

NEW YORK.

The objects which have been completed at this yard during the past fiscal year are, bilge blocks for dry dock, boiler-house for provision store, and foundry shed. The amount expended on these objects during the year is $6,662 65. These works have been completed within the amounts appropriated, and are constructed in a substantial manner.

The works which have been in progress during the year, but which are not yet completed, are, dredging channels, repairs of dry dock, floor to mould-loft, new derrick, rebuilding long dock, repairs to ship-houses, extension of sewer, cylinder for roasting coffee, and repairs of all kinds. These works have been vigorously prosecuted, and some of them are nearly completed. The amount expended during the year is $170,201 39. The appropriation for a floating dock ($750,000) has remained in the treasury, for the reason that the department has not determined on the site for its location.

For objects coming under the head of contingent, there has been expended during the fiscal year the sum of $190,176 61.

Plans and estimates are submitted for the fiscal year ending June 30, 1865, for the following objects, viz: for dredging channels, for quay wall at saw-mill, new foundry, improvements on cob dock, improvements to dry dock, (new gearing,) machine shop extension, improvement of dry dock (head,) quay wall at new derrick, iron-plating shop, receiving store, iron fence in front of officers' houses, machinery for iron-plating shop, machinery for pattern, boiler, and machine shops, machinery for new foundry, machinery for machine shop extension, machinery for smithery, joiners' and oakum shops, steam hammers, commencing wet basin on cob dock, repairs of all kinds, and for floating dock for monitors, amounting in the aggregate to $979,315.

Dredging channels.—This object is one of first importance, the large quantities of deposit constantly accumulating in front of the yard rendering the continued operation of the dredging machine necessary to maintain a sufficient depth of water.

Quay wall at saw-mill.—The continuation of this work is much needed, on account of the very limited extent of wharf room, and to form a proper bulkhead to support the filling upon the low grounds towards the hospital lands.

New foundry.—In the construction of this building, a more expensive foundation than was originally contemplated was found necessary; this circumstance, with the great advance in the cost of labor and materials since the estimate was made, renders the former appropriation insufficient, and, therefore, an additional estimate is submitted, to meet the deficiency. The object is of great importance, as at this time the foundry facilities are entirely insufficient for the performance of the work required.

Improvement on cob dock.—The water front of this yard available for the accommodation of vessels under repair is very small; and the number of vessels at the yard is so large, that great inconvenience and expense are incurred in making repairs. To provide additional room, it is proposed to erect some temporary shops on the cob dock, and prepare the wharves so that vessels may lie alongside while repairing; this will relieve the yard, and greatly expedite the work.

Improvement to dry dock, (new gearing.)—The machinery for working the turning-gates is much worn and operates badly, often causing difficulty and delay in opening and shutting the gates. It is therefore necessary to provide a better arrangement.

Machine-shop extension.—The very large amount of work required to be done on the steam machinery for war vessels makes an extension of this shop absolutely necessary to afford the proper facilities. The present tools are worked to their utmost capacity, and there is not room in the building to increase the number. To meet the great demands upon this department promptly, it is proposed to construct an addition to the machine-shop.

Improvement of dry dock, (head.)—About the head of the dock the water percolates through the joints of the masonry, keeping the dock wet and disagreeable, and to remedy the difficulty it is proposed to remove the earth-filling to a sufficient depth, and replace with a proper filling of clay, well puddled. The expense will not be great, and the comfort of the workmen in the dock will be much increased.

Quay wall at new derrick.—This object is for continuing the quay wall from the new derrick towards the ship-house E, and is a very important one. The wharves in this part of the yard are in a very dilapidated condition, requiring frequent repairs, and it is very desirable that the permanent stone wall should be constructed as rapidly as possible.

Iron-plating shop.—A properly arranged shop for the preparation of iron plating is much needed. It is probable that hereafter much work of this kind will be required, and it is proposed to erect a suitable building at once, so that the work may be done more promptly and economically than at present.

Receiving store.—The extent of store room at this yard is very small, considering the vast quantities of stores which are concentrated here, especially at this time. The present storehouses are crowded, and many articles are stored in buildings neither intended for nor adapted to the purpose, and consequently a large amount of property is exposed to injury for want of proper protection. The object is of great importance, and an appropriation is strongly urged.

Iron fence in front of officers' houses.—A small amount is required for a fence in front of the new quarters recently erected. This is necessary to complete the enclosure on Flushing avenue.

Machinery for iron-plating shop, pattern, boiler, and machine shops, new foundry, machine-shop extension, smithery, joiners' and oakum shops, and steam hammers.—To supply deficiencies in the machinery in the present shops, and to provide the necessary tools for the equipment of the new shops for which estimates are submitted, the several amounts estimated under the above heads will be necessary. Much inconvenience and delay has been experienced at this yard from the want of a sufficient number of tools to execute the immense amount of work required for the very large number of steam vessels visiting the station for

repairs. Some of the shops are pretty well supplied, and others are deficient, and when the shops now estimated for shall be constructed, a very large increase must be made to the machinery. Many of the tools require considerable time for their construction, and they should be ordered as soon as possible. The object is considered very important.

Commencing wet-basin on cob dock.—There is no object of improvement of more importance at this yard than a wet-basin for the reception and safe-keeping of vessels in ordinary or under repair. The water front of the yard is small, the channel narrow, and at this time there is scarcely room to accommodate one-half the vessels visiting the yard. They are crowded together, and an accident from fire would cause the destruction of an immense amount of property. To remedy the difficulty, it is proposed to construct an extensive wet-basin on the cob-dock flats, where the vessels can lie in safety, and to erect around this basin such buildings for workshops and storehouses as the wants of the service require. The entire completion of the object will be the work of some years, and therefore it is desirable that a commencement should be made as soon as possible. The most extensive and important dock yards in Europe are provided with these wet-basins, and they are considered an essential appendage. We have nothing of the kind at any of our yards, and there is no station where such a basin is so much needed as at New York. I have therefore inserted an estimate to commence this important work, and trust it will meet the favorable consideration of Congress.

Repairs of all kinds.—The estimate submitted under this head is for current repairs of the various workshops, storehouses, and other buildings, docks, wharves, roads, fences, and walls, and to provide means to meet the numerous demands which are unavoidably made upon this fund while such an immense amount of work is being done in the yard as at the present time. The estimate is such as will be necessary to meet the requirements of the service.

Floating dock for monitors, &c.—At this yard there is but one dry-dock, and it frequently happens that while it is occupied by some large vessel, others of smaller size are waiting repairs, and these must either wait their turn in the dock, or be sent across the river to private docks. The latter course is attended with great inconvenience, delay, and expense in the transportation of the vessels, materials, and workmen from the yard to these private establishments. It is therefore deemed economy to construct a floating dock of capacity sufficient to raise the monitors and small class of ships. This can be located near the yard, and will contribute greatly towards expediting repairs upon vessels of moderate size. Estimates of the cost of such docks have been obtained, and under the present increased prices of labor and materials they are considered reasonable. An appropriation for one at this yard is strongly urged.

PHILADELPHIA.

There have been no objects of improvement completed at this yard during the past fiscal year.

The works of improvement which have been in progress during the year are dredging channels, repairing and operating floating dry-dock, extension of smithery, and repairs of all kinds. Upon these objects there has been expended during the year the sum of $40,954 52.

Owing to the almost constant use of the floating dock, but a small amount of dredging has been done during the year. The floating dock has been used in raising for repairs twenty-seven vessels of the navy. Extensive repairs have been made to the several sections of the dock, which are now in pretty good condition. There has been expended during the fiscal year, for objects coming under the head of contingent, the sum of $57,450 41.

Estimates are submitted for the fiscal year ending 30th June, 1865, for the

following objects, viz: repairs of dry-dock, pitch-house, dredging, for repairs of all kinds, repairs of damage to store by fire, and for floating dock for monitors, amounting in the aggregate to the sum of $384,945.

Floating dry dock.—This structure is of the utmost importance, especially at this time, when so many demands are made for its service. It is, therefore, indispensably necessary that proper care should be taken to have the dock available at all times; to this end frequent and prompt repairs are required. A number of the end floats, which were originally of wood, have been replaced by iron, which thus far have answered a good purpose. The estimate now submitted embraces an amount to build iron floats, to replace those remaining of wood.

Pitch-house.—A small amount is asked for to build a suitable house for pitch. This is much needed, and will be located near the point where most of the work is done.

Dredging.—This is an annual expenditure which must be incurred to maintain a sufficient depth of water at the site where the floating dock is operated.

Repairs of all kinds.—The amount asked under this head will be necessary for the annual repairs of the various buildings, docks, &c., and is based upon the experience of the past year.

Repairs of damage to store by fire.—A case of spontaneous combustion has occurred at this yard, by which a portion of the storehouse was damaged; the exigencies of the service required its immediate repair, which has been done, and the amount asked for this object is to meet the expense.

Floating dock for monitors.—The same reasons which induced an application for additional docking facilities at the New York yard, operate here, and it is strongly urged that an appropriation be made for a dock similar to that proposed for New York.

WASHINGTON.

No object of improvement has been completed at this yard during the past fiscal year. The works which have been in progress, but which have not yet been completed, are dredging channels, wall west side of yard, machinery and tools, paving, repairs and increase of ordnance machinery and shops, and repairs of all kinds. These works have progressed in a satisfactory manner, and the amount expended upon them during the year is, for materials $63,778 73, and for labor $35,424 36, making an aggregate of $99,203 09. The amount appropriated for gas works at this yard has not been expended, as the bureau is awaiting the result of experiments now to be made with a new and improved apparatus for generating gas.

The work upon the derrick has been delayed for the same reasons as hereinbefore stated in reference to the derrick for the navy yard, Portsmouth.

There has been expended during the fiscal year for objects coming under the head of contingent, the sum of $173,436 83.

Plans and estimates are submitted for the fiscal year ending 30th June, 1865, for the following objects, viz: For extension of copper-rolling mill, marine railway in west ship-house, machinery and tools, storehouse for provisions and clothing, dredging channels, rail tracks in yard, and for repairs of all kinds, amounting in the aggregate to the sum of $229,465.

Extension of copper-rolling mill.—The present mill is entirely insufficient to execute the large number of orders upon it at this time. During the past two years it has been necessary to run the machinery almost constantly night and day, and yet the quantity of copper manufactured is not sufficient to meet the demand. It is proposed to extend the mill and erect additional rolls, and this improvement is considered of much importance.

Marine railway in west ship-house.—At this yard the only means of repairing

the bottoms of vessels is the marine railway in the east ship-house; this railway has been in constant use, and yet vessels are often obliged to wait for repairs, the large number visiting the yard for the purpose rendering it utterly impossible for one railway to accommodate them. This delay has occasioned much embarrassment and injury to the service during the past two years, and it is found imperatively necessary that additional facilities should be provided. An estimate is, therefore, submitted for this object, and an appropriation is strongly urged.

Machinery and tools.—It is found necessary from year to year to ask appropriations under this head to replace tools worn out, and meet the increasing wants of the service. The list this year is larger than usual, but it is owing to the greatly increased demands upon the yard, and all the tools enumerated are considered necessary by the master workmen, to enable them to execute the work required of them with that promptness which the good of the service requires.

Storehouse for provisions and clothing.—Since the breaking out of the rebellion there has been constantly a large number of vessels on the Potomac, and this being their depot for supplies, a large amount must necessarily be kept on hand. The present storehouse is insufficient for the storage of all the articles, and many of value are necessarily exposed to the weather, or placed in insecure places. To obviate the difficulty it is proposed to erect a storehouse for the especial accommodation of provisions and clothing, and an appropriation for this object is earnestly solicited.

Dredging channels.—The amount estimated under this head will be required for the necessary repairs of the dredging machine and scows, and for maintaining a sufficient depth of water along the docks and wharves.

Railtracks in yard.—An estimate is submitted for railtracks from some of the principal workshops and storehouses to the wharf. The transportation of heavy boilers, anchors, guns, and other heavy articles, is attended with much expense and delay. These railtracks will afford excellent facilities for this work, and effect a great saving in time and money, and therefore the appropriation is very desirable and necessary.

Repairs of all kinds.—The amount submitted under this head is such as will be required for the usual annual repairs of the various buildings, docks, wharves, and other improvements, and for the erection of such temporary sheds and other works as the present exigencies of the service demand.

Extension of yard west to canal.—Applications have been made on several occasions heretofore for the extension of this yard, without success. The necessity for this extension is daily increasing, and since the recent division of the yard into an ordnance and navy yard proper, and the greatly extended operations in the ordnance department, great inconvenience is experienced from want of sufficient space to carry on the various works belonging to the two establishments.

There should be room enough in the ordnance yard for all ordnance purposes, and for quarters for the ordnance officers. Under existing circumstances a large portion of the yard proper is cumbered with ordnance materials to such an extent, that much valuable property belonging to the yard is exposed. Some of the quarters which might and should be occupied by officers attached to the yard, are appropriated for the occupation of officers under another jurisdiction. It is evident that the two yards and their accommodations should be as distinct as their respective jurisdictions are, in order to avoid all unnecessary collision, whether on account of accommodations for officers or points of duty. It is believed that the interests of the service will be greatly promoted by the extension of territory and a division of the two commands, so as to make them separate and distinct—one as a navy yard, for ordinary purposes, and the other as an ordnance yard, devoted exclusively to the manufacture and preparation of articles

coming under the cognizance of the ordnance department. The appropriations for magazines and ordnance buildings and works having been transferred from this bureau to the Bureau of Ordnance, the subject of extension of yard for ordnance purposes comes more properly under the cognizance of the Bureau of Ordnance, and therefore no estimate is submitted for this object.

NORFOLK.

The operations at this yard during the past fiscal year have been confined to cleaning up the yard, collecting and shipping materials, overhauling and repairing machinery, and rebuilding the dock engine. A large quantity of timber had been removed from the yard, carried several miles up the river and sunk; much of the machinery had been removed, some of which was thrown into the river, so that its recovery and collection was attended with much labor and expense. For several months nearly all the workmen were employed in collecting and shipping materials, the quantity shipped amounting in value to more than one million of dollars. A large amount of machinery has been recovered from the ruins of buildings and from the river, cleaned, repaired, and put in good order, so that we have now the means to do almost any work of repairs that may be required of that department. The dry-dock has been pumped out by the aid of temporary pumps, so that its condition could be ascertained; the turning gates were destroyed, and the masonry about them considerably injured to the depth of about twenty feet below the coping. The floating gate was seriously injured by fire and powder, but has been temporarily repaired so as to exclude the water. The masonry at the entrance and below the point twenty feet from the coping appears to be uninjured. The steam-engine for pumping out the dock was destroyed by the rebels, but the pumps were but slightly injured. Orders have been given to rebuild the engine, and the work is in rapid progress, and it is hoped the dock will be in a condition for use during the present year. The amount expended during the year is $44,911 44.

There has been expended during the year for objects coming under the head of contingent, the sum of $38,277 98.

It is not proposed to erect any new buildings at this yard at present, but estimates are submitted for repairs of such buildings as are most needed: these are, victualling house, boat shed, blacksmiths' shop, wharves, foundry, officers' quarters, boiler shop, and for repairs of all kinds, amounting in the aggregate to $73,433.

Victualling house.—The repair of this building will be of great advantage to the government, being used as navy store, joiners' shop, sail and rigging lofts. The building is nearly new, not greatly damaged, and a small amount only is required for its repair.

Boat shed.—The roof of this building was destroyed; but the walls require but little repairs, and it would be very useful as a carpenters' shop and place for the safe-keeping of boats.

Wharves.—The estimate for repairs of wharves is designed to repair the masonry of the quay walls, and to rebuild the pile wharf near the dry-dock, which is much needed to furnish wharf room for vessels.

Foundry.—This building is in good condition except the windows, which are much broken; a small amount will make the foundry as good as before the destruction of the yard.

Officers' quarters.—These buildings were not materially injured, and a small amount only is required to put them in good condition for occupation.

Boiler shop.—This building is now used as a machine shop, and is in good order, except the windows, which require glazing.

Repairs of all kinds.—The amount estimated under this head is for the re-

pairs of various small buildings, machinery, float stages, pile drivers, clearing up yard, collecting and shipping materials, &c.

PENSACOLA.

The only expenditures at this yard have been for the temporary repairs of such buildings as could be made available. The amount expended for this object during the year is $1,767 40. No permanent improvements are contemplated at this time, but for such temporary repairs as may be required to render some of the buildings useful for public service an estimate of $50,000 is submitted.

MARE ISLAND.

No work of improvement has been completed at this yard during the past year. Those which have been in progress, but which are not yet completed, are, wharf, grading and paving, drainage and sewerage, four cisterns, guard-house, foundry and boiler establishment, machinery for machine shop, scows, lighters and stages, boat-house and slip, smithery, basin and railway, repairs of floating dock, Bishop's derrick, and repairs of all kinds. The amount expended upon these various objects during the past fiscal year is $258,578 34.

The progress upon these works has been satisfactory. Some of them are well advanced towards completion, and others are already partially occupied for the purposes for which they were designed.

The greatly increased cost of labor and materials during the past year has added much to the final cost of these works, making them exceed the estimates in some cases. There has been expended during the fiscal year for objects coming under the head of contingent, the sum of $95,215 23.

Plans and estimates are submitted for the fiscal year ending June 30, 1865, for the following objects, viz: continuation of grading and paving, scows, lighters, stages, &c., foundry establishment and machinery for the same, machinery for saw-mill, continuing coal shed and wharf, steam hammer, tools, &c., for smithery, rigging and sail loft, commencing timber shed, commencing storehouse, commencing quay wall and wharf at foundry, excess of expenditure on wharf, guard-house, machinery for machine shop and gas-works, and for repairs of all kinds, amounting in the aggregate to $374,735.

Continuation of grading and paving.—This is one of the most important objects of improvement. The character of the soil is such that during the rainy seasons the roads that are in an unfinished state become almost impassable, and as buildings are erected and the working ground extended, the grading and paving must progress in proportion. For this purpose an annual appropriation will be required for some years to come.

Scows, lighters, stages, &c.—A small additional appropriation is required under this head for the construction of a few more of these indispensable articles.

Foundry establishment and machinery for same.—A large portion of the foundation of this establishment has been completed, and the brick walls commenced. The completion of the building is much desired, as at present another building is used temporarily for a foundry, which is wanted for other purposes, and is not well adapted for use as a foundry.

Machinery for saw-mill.—At the last session of Congress an appropriation was made for a saw-mill building, and an estimate is now submitted for the machinery. This convenience is much needed, and the want of it often produces much delay, inconvenience and expense.

Continuing coal shed and wharf.—This work has been authorized, and funds appropriated for its commencement. A further sum will be required for its completion, and an estimate is submitted for that purpose. The object is an important one, and its early completion will add much to the convenience for the reception and storage of coal.

Steam hammer, tools, &c., for smithery.—At this yard no conveniences have yet been provided for heavy forging, and the want of such is often a cause of delay and embarrassment. An estimate is now submitted for the purchase of a steam-hammer and other tools, and the object is of much importance.

Rigging and sail loft.—The room now used for this purpose is in the upper story of building No. 41, and is very inconvenient and entirely unsuitable for the purpose. It is therefore proposed to erect a new building, with all the necessary arrangements and accommodations for a commodious and permanent rigging and sail loft, and for that purpose an estimate is submitted.

Commencing timber shed.—A building of this description is much needed for the proper care of the timber now collecting in the yard in considerable quantities. Such as is on hand is exposed to the weather and liable to great injury. The building is proposed to be located near the saw-mill which will soon be in course of construction, and an appropriation for this object is deemed of much importance.

Commencing storehouse.—The construction of this building is considered very necessary. The supply of stores and materials is rapidly increasing as the station increases in importance, and provision should be made for the protection and safe-keeping of the large amount of articles that are constantly accumulating.

Commencing quay wall and wharf at foundry.—The advance now being made in the completion of the foundry and machinery establishment, together with the probability of its soon going into practical operation, requires that attention should at once be given to the commencement of its landing conveniences. An estimate is submitted for commencing this work, and the object is considered one of much importance.

Excess of expenditure on wharf, guard-house, machinery for machine-shop and gas works.—In consequence of the very great increase in the price of labor and materials at this yard since the appropriations were made, the cost of these objects has exceeded the original estimate.

When the allotments were exhausted the works were in such condition that, to secure what had been done, it was necessary to continue the work, and funds were borrowed from other objects for the purposes, and the amounts now asked for are to replace them.

Repairs of all kinds.—The amount estimated under this head will be required for the necessary annual repairs of the various buildings, wharves, steam-engines, machinery, furnaces, gas works, roads, walks, and other improvements.

SACKETT'S HARBOR.

The only expenditure at this station during the past fiscal year has been for the annual repairs of the buildings and wharves, and the amount expended during the year is $413 25.

The amount unexpended is sufficient for the repairs required during the fiscal year ending June 30, 1865, and therefore no further appropriations are required.

HOSPITALS.

Portsmouth, N. H.—The money appropriated for the purchase of land on Seavey's island has not been expended, for reasons previously reported to you. That for a hospital cannot be expended until the site on Seavey's island shall have been purchased.

New York.—The amount expended upon the director's house, and for repairs of improvements during the past year, is $9,373 02.

This work having been transferred to the jurisdiction of the Bureau of Medicine and Surgery, no further appropriations are asked for by this bureau.

Asylum, Philadelphia.—The amount expended at this institution during the

ast year for furniture and repairs, house-cleaning and whitewashing, repairs to urnaces, grates, and ranges, gas and water rent, improvement of chapel and rounds, library of asylum, hospital, and repairs of all kinds, is $5,696 35, and or support of beneficiaries $26,992 39, making an aggregate of $32,688 74.

Estimates are submitted for the fiscal year ending June 30, 1865, for furniture nd repairs of same, house-cleaning and whitewashing, repairs to furnaces, rates, and ranges, gas and water rent, hospital, and repairs of all kinds, and or the support of beneficiaries, amounting, in the aggregate, to the sum of 37, 200.

Norfolk.—The amount expended at this station during the past year for the epairs of buildings, wharves, and boats, is $788 73.

No appropriations are asked for by this bureau, the expenditures having been ransferred to the Bureau of Medicine and Surgery.

MAGAZINES.

Portsmouth, N. H.—The amount expended during the past year for objects oming under the head of magazines is for ordnance machinery and for repairs f magazine, and is for materials $10,507 37, and for labor $11,683 03, amounting in the aggregate to $22,190 40. These expenditures having been transferred to the Bureau of Ordnance, no further appropriations are asked by this ureau for objects belonging to magazines and ordnance works.

New York.—There has been expended during the past year for row-boat and hed, loaded shell-house, and repairs of all kinds, the sum of $23,576 57.

Philadelphia.—There has been expended during the past year for repairs of nagazine the sum of $1,299 30.

Washington.—There has been expended at this yard during the past year, nder the head of magazine, the sum of $6,000.

NAVAL ASYLUM.

The administration of the affairs of this institution during the past fiscal year as been, as usual, judicious and economical, and the officers in charge have fforded the inmates every comfort allowed by the rules of the department. Notwithstanding the liberality of the government in furnishing this comfortable etreat for old and disabled men, some few cases of insubordination annually ccur, and in such cases the offenders are promptly dimissed from the institution. The beneficiaries, however, generally exhibit a proper appreciation of the enefits bestowed upon them, and have conducted themselves with propriety. There were on the 1st July, 1862, one hundred and seventy-five (175) persons, ncluding officers and attendants, borne on the rolls of the asylum. Twenty-wo beneficiaries have been admitted, nineteen have died, and eight dismissed, uring the fiscal year ending June 30, 1863. The expenses of the institution or the year ending June 30, 1863, have been as follows, viz:

Subsistence	$13,667 17
Clothing, tobacco, &c	8,064 42
Miscellaneous items	9,513 93
Officers and attendants	19,974 64
Total	51,220 16

All of which is respectfully submitted.

JOSEPH SMITH,
Chief of the Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 6, 1863.

A.—General estimate from Yards and Docks.

No. 1.—Estimate for the support of the bureau.

No. 2.—Estimate for officers and others at yards and stations.

No. 3.—Statement showing the sums which make up the first and second items of Y. and D., A.

No. 4.—Estimate for improvements and repairs at yards and stations.

No. 5.—Estimate for repairs of all kinds, showing the sums which make up the amounts under this head in Y. & D., No. 4.

No. 6.—Statement of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1865.

No. 7.—Estimates of appropriations, under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1865.

No. 8.—Abstracts of offers for supplies for the fiscal year ending June 30, 1864.

No. 9.—Lists of contracts made by the Bureau of Yards and Docks for the current fiscal year.

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Y. & D., A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1865, *in addition to the balances remaining unexpended July* 1, 1864.

	Estimated for the year ending June 30, 1865.	Estimated for the year ending June 30, 1864.
1. For the pay of commission, warrant, and petty officers, (see paper Y. and D., No. 3)	$185,216	$180,592
2. For the pay of superintendents, naval constructors, and all the civil establishments of the several yards and stations, (see Y. & D., No. 3).....	130,120	106,784
3. For the improvements and repairs at yards, stations, and naval asylum, (see Y. & D., No. 4)	2,465,528	1,604,123
4. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: for freight and transportation; for printing, advertising, and stationery; for books, maps, models, and drawings; for the purchase and repair of fire-engines; for machinery of every description, and patent right to use the same; for repairs of steam engines and attendants; for purchase and maintenance of oxen and horses and driving teams; for carts, timber-wheels, and workmen's tools of every description for navy yard purposes; for telegrams, postage of letters on public service; for furniture for government offices and houses; for coals and other fuel; for candles, oil, and gas; for cleaning and clearing up yards; for flags, awning, and packing-boxes; for pay of watchmen; for incidental labor at navy yards not applicable to any other appropriation; for rent of landing at Portsmouth, N. H.; for tolls and ferriages; for water tax; and for rent of stores and rendezvous, (see Y. & D., No. 6).....	1,370,000	679,000
Total.....	4,150,864	2,570,499

Bureau of Yards and Docks, *October* 6, 1863.

Y. & D., No. 1.

Estimates of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1865.

For salary of the chief of the bureau, per act of July 16, 1862, Statutes at Large, pamphlet edition, chapter 183, section 15, page 586	$4,000
For salary of civil engineer, per act of March 3, 1863, Statutes at Large, pamphlet edition, chapter 118, section 1, page 818	3,000
For salary of chief clerk, fourth class, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	1,800
For salaries of six clerks, including draughtsman, (one of third class, four of second class, and one of first class,) per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	8,400
For salary of messenger, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	840
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	1,200
Total	19,240
Appropriated for the year ending June 30, 1864	18,240

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor	$800
Appropriated for year ending June 30, 1864	800

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Y. & D., No. 2.

Estimate of the pay of officers and others at navy yards and stations for the fiscal year ending June 30, 1865.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Commodore	$3,200	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Sailmaker	1,000	
1	Paymaster's assistant, when performing the duties of clerk also, (act March 31, 1852)	750	
1	Steward (surgeon's)	480	
			$21,170
	ORDINARY.		
12	Seamen, at $180 each	2,160	
6	Ordinary seamen, at $144 each	864	
			3,024
	CIVIL.		
1	Storekeeper	1,500	
1	Naval constructor	2,600	
1	Civil engineer	2,000	
1	Draughtsman to engineer	1,200	
1	Superintendent of floating dock	1,000	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	900	
1	Clerk to the commandant	1,200	
1	Clerk to the storekeeper	900	
1	Clerk to the naval constructor	1,000	
1	Porter	500	
			13,850
	Total		38,044

BOSTON.

	NAVAL.		
1	Commodore	$3,200	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	

Y. & D., No. 2—Continued.

BOSTON.

No.	Officers, &c.	Pay.	Aggregate.
1	Master	$1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Chaplain	1,500	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act of June 22, 1860)	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$22,450
	CIVIL.		
1	Storekeeper	2,000	
1	Naval constructor	2,600	
1	Civil engineer	2,500	
1	Assistant engineer	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Master machinist and steam engineer	2,000	
1	Measurer and inspector of timber	1,200	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk (second) to commandant	960	
1	Draughtsman to steam engineer	1,200	
1	Clerk to civil engineer	900	
1	Clerk to storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to master machinist and steam engineer	900	
1	Clerk to inspector of provisions, &c.	900	
1	Clerk to the naval constructor	1,000	
1	Clerk (second) to the naval constructor	800	
1	Porter	500	
			25,860
	Total		48,310
	NOTE.—The surgeon of the yard will attend the marines also.		

NEW YORK.

	NAVAL.		
1	Rear-admiral	$4,000	
1	Commander	2,240	
3	Lieutenants, at $1,500 each	4,500	
1	Master	1,200	

Y. & D., No. 2—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
1	Surgeon	$2,600	
1	Paymaster	2,600	
1	Gunner	1,100	
1	Chaplain	1,500	
1	Boatswain	1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act of June 22, 1860)	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$24,750
	CIVIL.		
1	Storekeeper	2,000	
1	Naval constructor	2,600	
1	Assistant naval constructor	2,000	
1	Civil engineer	2,500	
1	Assistant engineer and superin't of dry dock	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Inspector and measurer of timber	1,200	
1	Draughtsman to steam engineer	1,200	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to steam engineer	900	
1	Clerk to inspector of provisions and clothing	750	
1	Clerk to civil engineer	900	
1	Clerk to the naval constructor	1,000	
1	Clerk (second) to naval constructor	800	
1	Porter	600	
			25,810
	Total		50,560
	NOTE.—The surgeon of the yard will attend the marines also.		

PHILADELPHIA.

	NAVAL.		
1	Commodore	$3,200	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,400	

Y. & D., No. 2—Continued.

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
1	Paymaster	$2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Sailmaker	1,000	
1	Paymaster's assistant, when performing duties of clerk also	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$21,650
	CIVIL.		
1	Storekeeper	1,500	
1	Naval constructor	2,600	
1	Draughtsman to naval constructor	1,200	
1	Superintendent of floating dock and machinery	1,000	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	900	
1	Clerk to the commandant	1,200	
1	Clerk to storekeeper	900	
1	Clerk (second) to storekeeper	750	
1	Clerk to naval constructor	1,000	
1	Porter	500	
			12,600
	NAVAL ASYLUM.		
1	Commodore	3,200	
1	Commander	2,240	
1	Lieutenant	1,500	
1	Chaplain	1,500	
1	Secretary	900	
1	Carpenter	1,100	
1	Steward to the asylum	480	
1	Paymaster's assistant	750	
1	Matron	204	
6	Washers, at $108 each	648	
1	Cook	168	
2	Assistant cooks, one at $120 and one at $96	216	
6	Laundresses, at $108 each	648	
8	Scrubbers and house-cleaners, at $96 each	768	
4	Laborers, at $180 each	720	
1	Master-at-arms	300	
1	Ship's corporal	240	
			15,582
	Total		49,832

NOTE.—The surgeon of the yard will attend the marines also.

Y. & D., No. 2—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Commodore	$3,200	
1	Commander	2,240	
1	Lieutenant	1,500	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Paymaster's assistant, when performing duty as clerk also	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$19,150
	ORDINARY.		
10	Ordinary seamen, at $120 each		1,200
	CIVIL.		
1	Storekeeper	1,700	
1	Civil engineer, (act of March 3, 1863)	2,000	
1	Draughtsman to civil engineer	1,200	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Steam engineer and machinist	1,500	
1	Master tank and camboose maker	1,250	
1	Master chain-cable and anchor maker	1,250	
1	Messenger	840	
1	Porter	500	
			16,750
	Total		37,100
	NOTE.—The surgeon of the yard will attend the marines also.		

NORFOLK.

	NAVAL.		
1	Commodore	$3,200	
1	Lieutenant	2,240	
1	Master	1,200	

Y. & D., No. 2—Continued.

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
1	Surgeon	$2,600	
1	Paymaster	2,600	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act of June 22, 1860)	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$16,850
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,600	
1	Master machinist	1,500	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk to naval constructor	1,000	
1	Clerk to naval storekeeper	1,200	
1	Porter	500	
			10,900
	Total		27,750

PENSACOLA.

	NAVAL.		
1	Commodore	$3,200	
1	Commander	2,240	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act of June 22, 1860)	750	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			$16,850
	CIVIL.		
1	Storekeeper	1,700	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk to storekeeper	1,200	
1	Porter	500	
			5,800
	Total		22,650

Y. & D., No. 2—Continued.

MARE ISLAND.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL		
1	Commodore	$3,200	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Clerk to paymaster and inspector of provisions, &c., (act of July 14, 1862)	1,500	
1	Steward (surgeon's)	750	
1	Steward (paymaster's,) (act of July 14, 1862)	750	
			$17,840
	CIVIL.		
1	Storekeeper	2,500	
1	Naval constructor	2,600	
1	Civil engineer	3,200	
1	Draughtsman to engineer	1,200	
1	Superintendent of dock	2,000	
1	Clerk of the yard	1,500	
1	Clerk to the commandant	1,500	
1	Clerk to the storekeeper	1,500	
1	Clerk to the civil engineer, (act of July 14, 1862)	900	
1	Clerk to the naval constructor, (act of July 14, 1862)	900	
1	Porter	750	
			18,550
	Total		36,390

SACKETT'S HARBOR.

	NAVAL.		
1	Commodore	$3,200	
1	Lieutenant	1,500	
			$4,700

Recapitulation.

Place.	Naval.	Ordinary.	Asylum.	Civil.	Aggregate.
Portsmouth, N. H.	$21,170	$3,024	.....	$13,850	$38,044
Boston	22,450	.....	.....	25,860	48,310
New York	24,750	.....	.....	25,810	50,560
Philadelphia	21,650	.....	$15,582	12,600	49,832
Washington	19,150	1,200	.....	16,750	37,100
Norfolk, Va.	16,850	.....	.....	10,900	27,750
Pensacola, Fla	16,850	.....	.....	5,800	22 650
Mare island	17,840	.....	.....	18,550	36,390
Sackett's Harbor	4,700	.....	.....	.....	4,700
Total	165,410	4,224	15,582	130,120	315,336

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Y. & D., No. 3.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks for the year ending June 30, 1865, *marked Y. & D., A.*

First item in general estimate A:

For naval branch at yards and stations	$165,410 00
For naval asylum at Philadelphia	15,582 00
For ordinary branch at yards and stations	4,224 00
	185,216 00

Second item in general estimate A:

For the civil branch at all the yards and stations	$130,120 00

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Y. & D., No. 4.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several navy yards, and the naval asylum, Philadelphia, for the fiscal year ending June 30, 1865.

PORTSMOUTH, NEW HAMPSHIRE.

For plumbers', coppersmiths', and tin shops	$36,838
For quay walls	22,585
For mooring piers	12,330

For iron store	$7,668
For extension of ship-house	6,549
For machinery and tools	28,465
For repairs on floating dock	4,000
For repairs of all kinds	27,000
For barracks and guard-house, Seavey's island	6,500
Total	151,935

BOSTON.

For additional amount for joiners' shop	$20,000
For additional amount for coal house	16,000
For extension of sheer wharf	25,000
For railroad tracks	50,000
For repairs of all kinds	73,500
Total	184,500

NEW YORK.

For dredging channels	$35,000
For quay wall at saw-mill	40,000
For new foundry, additional estimate	55,000
For improvements on cob dock	18,683
For improvements to dry-dock (new gearing)	4,186
For machine shop extension	68,907
For improvement of dry-dock (head)	7,811
For quay wall at new derrick	40,000
For iron-plating shop	20,666
For receiving store	136,333
For iron fence in front of officers' houses	839
For repairs of all kinds	78,930
For machinery for iron-clad building	16,400
For machinery for pattern, boiler, and machine shop	12,050
For machinery for new foundry	31,850
For machinery for machine shop extension	62,450
For machinery for smithery, joiner, and oakum shops	8,210
For 1 6-ton, 1 4-ton, and 1 2-ton hammers	32,000
For commencing wet-basin on cob dock	50,000
For floating dry-dock for monitors	260,000
Total	979,315

PHILADELPHIA.

For repairs of dry-dock	$72,627
For pitch-house	1,625
For dredging	6,693
For repairs of all kinds	34,000
For repairs of damage to store by fire	10,000
For floating dry-dock for monitors	260,000
Total	384,945

WASHINGTON, D. C.

For extension of copper-rolling mill	$16,513
For marine railway in west ship-house	80,000
For machinery and tools	61,765
For storehouse for provision and clothing	11,937
For dredging channels	5,000
For repairs of all kinds	46,100
For railtrack in yard	8,150
Total	229,465

NORFOLK.

For repairs of victualling house	$7,488
For repairs of boat shed	11,090
For repairs of blacksmith's shop	3,619
For repairs of wharves	6,073
For repairs of foundry	1,650
For repairs of officers' quarters	1,155
For repairs of boiler shop	1,235
For repairs of all kinds	41,123
Total	73,433

PENSACOLA.

For repairs of all kinds	$50,000

MARE ISLAND.

For continuation of grading and paving	$20,000
For scows, lighters, stages, etc	6,000
For foundry and machinery for same	50,000
For machinery for saw-mill	18,000
For continuing coal shed and wharf	9,000
For steam hammer, tools, &c., for smithery	17,000
For rigging and sail loft	43,157
For commencing timber shed	44,140
For commencing storehouse	56 000
For commencing quay wall and wharf at foundry	40,000
For repairs of all kinds	45,000
For excess of expenditure on wharf	14,000
For excess of expenditure on guard-house	1,204
For excess of expenditure on machinery for machine shop	10,000
For excess of expenditure on gas works	1,234
Total	374,735

NAVAL ASYLUM, PHILADELPHIA.

For furniture and repairs of same	$800
For house-cleaning and whitewashing	700
For repairs to furnaces, grates, and ranges	500
For gas and water rent	1,200
For hospital and repairs of all kinds	2,000
	5,200
For support of beneficiaries	32,000
Total	37,200

Recapitulation.

For navy yard, Portsmouth, N. H.	$151,935
For navy yard, Boston	184,500
For navy yard, New York	979,315
For navy yard, Philadelphia	384,945
For navy yard, Washington	229,465
For navy yard, Norfolk	73,433
For navy yard, Pensacola	50,000
For navy yard, Mare island	374,735
For Naval Asylum, Philadelphia	37,200
Total	2,465,528

Y. & D., No. 5.

Statement of estimates for repairs of all kinds at the several navy yards for the fiscal year ending June 30, 1865.

Objects.	Portsmouth, N. H., 1864-'65.	Boston, 1864-'65.	New York, 1864-'65.	Philadelphia, 1864-'65.	Washington, 1864-'65.	Norfolk, Va., 1864-'65.	Pensacola, 1864-'65.	Mare island, 1864-'65.
For repairs on yard buildings	$10,000	$10,000	$21,650	$10,000	$11,000	$8,000	$10,000	$13,000
For repairs on officers' quarters	2,000	----------	2,500	1,500	2,900	1,000	3,000	11,000
For repairs on bridges, landings, platforms, &c	3,000	----------	----------	1,000	----------	2,500	500	1,000
For repairs on roads, walks, gutters, and drains	1,000	20,000	7,000	1,000	3,000	1,000	1,000	3,000
For repairs on fences and walls	500	4,000	2,500	3,000	----------	2,000	2,000	2,000
For repairs on cranes, scows, and derricks	1,500	----------	----------	2,000	----------	1,000	1,000	1,000
For repairs on furnaces, forges, and stoves	2,000	----------	----------	1,500	7,000	2,000	1,000	2,000
For repairs on docks, wharves, &c	1,000	20,000	11,000	5,000	4,200	6,500	5,000	4,000
For repairs on miscellaneous objects	6,000	7,500	9,000	7,000	18,000	14,123	21,500	6,000
For repairs on temporary buildings	----------	12,000	----------	2,000	----------	3,000	5,000	2,000
To cover amounts drawn from "repairs of all kinds" last year, and not properly chargeable to it	----------	----------	25,280	----------	----------	----------	----------	----------
Total	27,000	73,500	78,930	34,000	46,100	41,123	50,000	45,000

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Statement of expenditures for contingent during the fiscal year ending June 30, 1863, with estimates for contingent for the fiscal year ending June 30, 1865.

Objects.	Portsmouth, N. H.		Boston.		New York.		Philadelphia.	
	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.
For freight and transportation	$47 68	$80 00	$44 00	$100 00	$5 88	$100 00	$163 44	$1,500 00
For printing, advertising, and stationery	1,540 92	2,570 00	2,525 17	3,000 00	3,097 20	4,000 00	1,070 27	4,000 00
For books, maps, models, and drawings	162 62	272 00	.....	500 00	22 50	100 00	.....	500 00
For purchase and repair of fire-engines	2,939 80	4,900 00	2,882 76	3,800 00	2,976 20	4,000 00	243 90	2,500 00
For machinery of every description, and patent right to use the same	5,998 62	10,000 00	6,767 33	10,000 00	2,553 81	20,000 00	829 12	10,000 00
For repairs of steam-engines and attendance	4,352 95	7,255 00	6,525 93	10,000 00	25,662 83	30,000 00	799 37	2,000 00
For purchase and maintenance of oxen and horses and driving teams	12,755 24	21,260 00	14,107 37	20,000 00	30,271 75	40,000 00	3,909 20	6,000 00
For carts, timber wheels, and workmen's tools of every description, for navy yard purposes	29,749 33	49,500 00	51,441 22	70,000 00	49,618 31	75,000 00	24,689 43	25,000 00
For telegrams and postage of letters on public service	51 56	100 00	80 12	100 00	1,198 80	2,000 00	127 94	400 00
For furniture for government offices and houses	10 75	500 00	601 89	1,000 00	.....	2,000 00	36 94	2,000 00
For coal and other fuel	15,181 21	25,500 00	72,756 11	90,000 00	44,731 68	80,000 00	7,610 32	15,000 00
For candles, oil, and gas	888 90	2,000 00	4,804 89	6,000 00	1,431 89	5,000 00	2,630 83	4,000 00
For cleaning and clearing up yards	826 56	2,500 00	13,127 15	18,000 00	12,789 60	15,000 00	.....	12,000 00
For flags, awnings, and packing boxes	33 02	100 00	48 12	100 00	47 53	500 00	.....	1,000 00
For pay of watchmen	9,261 13	10,000 00	14,885 61	16,000 00	10,227 70	12,000 00	5,276 09	7,000 00
For incidental labor at navy yards not applicable to any other appropriation	6,705 73	13,433 00	5,255 64	10,400 00	1,221 14	4,800 00	8,493 23	11,600 00
For rent of landing at Portsmouth, N. H.	30 00	30 00	.....	.....	.....	.....	.....	.....
For tolls and ferriages	.....	.....	.....	.....	1,111 00	1,500 00	.....	.....
For water tax	.....	.....	.....	1,000 00	3,208 79	4,000 00	500 00	500 00
For rent of stores and rendezvous	.....	.....	.....	.....	.....	.....	1,070 34	5,000 00
Total	90,536 02	150,000 00	195,853 31	260,000 00	190,176 61	300,000 00	57,450 41	110,000 00

Y. & D., No. 6.—*Statement of expenditures for contingent during the fiscal year ending June* 30, 1863, *&c.*—Continued.

Objects.	Washington.		Norfolk.		Pensacola.		Mare island.	
	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.	Expended in 1862–'63.	Estimated for 1864–'65.
For freight and transportation	$90 93	$600 00	.....	$700 00	.....	$200 00	$6,959 01	$7,500 00
For printing, advertising, and stationery	1,557 97	6,000 00	$149 34	2,500 00	.....	800 00	2,013 93	3,000 00
For books, maps, models, and drawings	.....	500 00	.....	450 00	.....	100 00	330 67	600 00
For purchase and repair of fire-engines	8,794 50	12,000 00	.....	1,000 00	.....	1,000 00	1,204 18	8,000 00
For machinery of every description, and patent right to use the same	.....	25,000 00	6,100 80	15,000 00	.....	3,000 00	668 12	15,000 00
For repairs of steam-engines and attendance	9,895 68	25,000 00	.....	6,500 00	.....	1,500 00	3,220 47	8,000 00
For purchase and maintenance of oxen and horses, and driving teams	8,792 68	15,000 00	301 03	2,500 00	.....	1,000 00	9,653 87	12,000 00
For carts, timber wheels, and workmen's tools of every description, for navy yard purposes	30,083 51	45,000 00	3,245 44	5,000 00	.....	1,500 00	15,418 00	25,000 00
For telegrams and postage of letters on public service	31 40	100 00	13 00	50 00	.....	50 00	75 02	300 00
For furniture for government offices and houses	74 00	5,000 00	.....	1,000 00	.....	500 00	800 03	5,000 00
For coal and other fuel	80,309 60	120,000 00	1,347 36	15,000 00	.....	5,000 00	13,000 00	30,000 00
For candles, oil, and gas	7,816 32	12,000 00	1,804 23	3,500 00	.....	1,000 00	1,692 30	2,500 00
For cleaning and clearing up yards	3,262 83	12,000 00	24,248 76	16,000 00	.....	8,000 00	5,272 68	8,000 00
For flags, awnings, and packing boxes	142 76	1,000 00	52 81	500 00	.....	100 00	.....	.....
For pay of watchmen	5,397 46	7,000 00	.....	6,000 00	.....	2,000 00	.....	.....
For incidental labor at navy yards not applicable to any other appropriation	17,187 19	13,800 00	1,015 21	4,300 00	.....	4,250 00	34,906 95	15,100 00
For rent of landing at Portsmouth, N. H	.....	.....	.....	.....	.....	.....	.....	.....
For tolls and ferriages	.....	.....	.....	.....	.....	.....	.....	.....
For water tax	.....	.....	.....	.....	.....	.....	.....	.....
For rent of stores and rendezvous	.....	.....	.....	.....	.....	.....	.....	.....
Total	173,436 83	300,000 00	38,277 98	80,000 00	.....	30,000 00	95,215 23	140,000 00

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Y. & D., No. 7.

Estimate of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1865.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Appropriations for the fiscal year ending June 30, 1864.
Pay of superintendents	$130,120 00	$106,784 00
Contingent, enumerated	1,370,000 00	679,000 00
Navy yard, Portsmouth, N. H.	151,935 00	134,362 00
Navy yard, Boston	184,500 00	278,566 00
Navy yard, New York	979,315 00	377,011 00
Navy yard, Philadelphia	384,945 00	28,800 00
Navy yard, Washington	229,465 00	131,871 00
Navy yard, Norfolk	73,433 00	85,000 00
Navy yard, Pensacola	50,000 00	
Navy yard, Mare island	374,735 00	366,363 00
Navy yard, Sackett's Harbor	.....	1,500 00
Naval Asylum, Philadelphia	5,200 00	2,900 00
Support of beneficiaries	32,000 00	30,000 00
Floating dry-dock at navy yard, New York	.....	750,000 00

Bureau of Yards and Docks, *October* 6, 1863.

Y & D., No. 8.

ABSTRACT OF OFFERS (EMBRACING THOSE WHICH ARE REJECTED AS WELL AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Portsmouth, New Hampshire, under advertisement, dated June 11, 1863.

Class No. 1, bricks:

Phineas Drake	$8,500 00
H. V. B. Barker	600 00
Oakman & Eldridge	*500 00
Ezra A. Stevens	900 00

Class No. 2, stone:

H. V. B. Barker	14,000 00
Ezra Eames	*6,300 00
E. C. Sargent	12,250 00

Class No. 4, yellow pine lumber:

Trickey & Jewett	*999 60
H. V. B. Barker	1,920 00
L. W. Conner	3,000 00
J. K. Montgomery	1,440 00

Class No. 5, oak and hard wood:

Trickey & Jewett	*1,327 50
H. V. B. Barker	2,909 50
Flint & Hall	2,432 00

Class No. 6, white pine, &c.:

Trickey & Jewett	3,310 00
Barker, Adams & Co	*2,557 00
H. V. B. Barker	4,756 00
L. W. Conner	4,480 00
Flint & Hall	3,561 00
J. K. Montgomery	3,966 00
George Adams	5,710 00
Chesley & Call	3,003 00

Class No. 7, lime, hair, and plaster:

Barker, Adams & Co	*507 50
H. V. B. Barker	1,028 00
L. W. Conner	906 00
George W. Tucker	538 00
Oakman & Eldridge	604 00
George Adams	665 20

Class No. 8, cement:

Barker, Adams & Co	850 00
H. V. B. Barker	850 00
George W. Tucker	*790 00
Oakman & Eldridge	875 00
George Adams	1,050 00

Class No. 9, gravel and sand:

Phineas Drake	*1,607 50
H. V. B. Barker	1,662 50
Ezra Eames	1,665 00

Class No. 11, iron, iron nails, and spikes:

John R. Elvans	$4,201 75
John P. Lyman	4,441 25
Spaulding & Parrott	4,604 00
H. D. Stover	5,046 25
Matthias Ellis	*4,127 75
Smith Bros. & Co	4,468 38

Class No. 12, steel:

John R. Elvans	3,635 00
John P. Lyman	3,388 00
Spaulding & Parrott	3,650 00
H. D. Stover	4,062 00
George Adams	3,380 00
Matthias Ellis	*3,185 00
Smith Bros. & Co	3,845 00

Class No. 13, pig iron:

Phineas Drake	1,760 00
John R. Elvans	2,240 00
Oakman & Eldridge	1,600 00
H. D. Stover	2,000 00
Matthias Ellis	*1,554 00
Smith Bros. & Co	1,580 00

Class No. 14, files:

John H. Bailey	8,545 00
John R. Elvans	8,614 95
S. G. Howe & Co	*6,902 85
Smith Bros. & Co	8,506 69

Class No. 15, paints, oils, and glass:

Banker & Carpenter	*1,765 90
Lockwood & Collins	2,372 50
John H. Bailey	1,949 00
George Adams	2,172 80

Class No. 16, ship chandlery:

Lockwood & Collins	*2,064 30
John H. Bailey	2,183 00

Class No. 17, hardware:

John H. Bailey	*17,392 00

Class No. 18, stationery:

Hall L. Davis	*1,072 67
William A. Wheeler	1,957 37

Class No. 19, firewood:

Trickey & Jewett	*975 00
L. W. Conner	1,150 00

*Accepted.

Oakman & Eldridge	$1,170 00
John M. Davis	1,170 00
Class No. 20, hay and straw:	
Trickey & Jewett	*6,157 20
L. W. Conner	8,400 00
George A. Hammond	7,476 00
Class No. 21, provender:	
Trickey & Jewett	1,890 00
Rufus K. Oxford	1,587 60
L. W. Conner	3,361 00
Joshua Brooks	1,646 40
Charles G. Pickering	*1,570 80
James Robinson, jr	1,646 40
Class No. 22, charcoal:	
John M. Davis	*2,160 00
Class No. 23, belting, packing, and hose:	
John H. Bailey	4,721 00
John R. Elvans	4,812 14
James R. Pugh	5,379 00
H. D. Stover	4,714 00
H. W. Burr	*4,416 25
Smith Bros. & Co	5,408 50
Class No. 24, sperm and lubricating oils:	
Banker & Carpenter	2,976 80
Lockwood & Collins	4,077 00
Suthard, Herbert & Co	2,998 00
C. B. Dela Vergne	*2,620 40
H. D. Stover	2,900 50
George Adams	3,739 50
Class No. 25, iron castings:	
Phineas Drake	8,750 00
Ira Hazelton	*8,125 00
H. D. Stover	25,000 00
Matthias Ellis	12,187 50
Smith Bros. & Co	9,843 75
Class No. 26, augers:	
John R. Elvans	1,470 70
George L. Treadwell	*$760 00
Smith Bros. & Co	1,192 60
Class No. 27, anthracite coal:	
H. V. B. Barker	12,125 00
F. Blaisdell	11,500 00
Oakman & Eldridge	*10,700 00
Franklin A. Hall	11,165 00
Joel H. Rothurmel	12,100 00
Class No. 29, bituminous coal—Cumberland:	
H. V. B. Barker	*5,830 00
John P. Lyman	7,590 00
Oakman & Eldridge	7,075 00
Franklin A. Hall	7,327 50
Class A, paint mill:	
Banker & Carpenter	397 50
John H. Bailey	*375 00
Class B, steam boiler:	
Anetas Blood	*2,567 00
Amos Paul	2,790 00
H. D. Stover	4,650 00
Class C, Bishop's derrick;	
Hamilton E. Towle	†24,500 00
A. D. Bishop	†22,000 00
Class D, boat builders' and carpenters' shop:	
Stackpole & Giddings	45,840 00
Moses & Wilson	24,500 00
Clement & Creesy	*24,404 00
Class E, paint shop:	
Stackpole & Giddings	19,950 00
Moses & Wilson	*6,500 00
Clement & Creesy	7,591 00
Class F, porter's house:	
Moses & Wilson	4,394 00
Clement & Creesy	*3,469 00
Fulsom & Trot	4,900 00

FOR ORDNANCE.

Class G, bricks:	
H. V. B. Barker	$1,600 00
L. W. Conner	2,000 00
Oakman & Eldridge	1,850 00
John Mathes	*1,386 00
Class H, stone:	
Ezra Eames	*3,942 50
E. C. Sargent	4,210 00
Class I, white pine and spruce, timber and lumber:	
Trickey & Jewett	2,275 29
Barker, Adams & Co	*2,165 68
H. V. B. Barker	$4,538 70
L. W. Conner	5,051 31
Flint & Hall	2,640 84
J. K. Montgomery	2,856 50
George Adams	3,495 73
Class J, lime and cement:	
Barker, Adams & Co	423 00
H. V. B. Barker	595 00
George W. Tucker	*415 00
George Adams	535 00
Class K, sand:	
Barker, Adams & Co	200 00
H. V. B. Barker	300 00

* Accepted. † Informal.

Ezra Eames	*$180 00
George Adams	600 00
Class L, slate:	
Barker, Adams & Co	*1,116 00
George W. Tucker	1,440 00
George Adams	1,782 00
Class M, iron, nails, and hardware:	
Lockwood & Collins	1,220 60
John H. Bailey	1,315 00
John R. Elvans	*977 90
John P. Lyman	1,226 54
H. D. Stover	1,313 20
George Adams	$1,149 70
Matthias Ellis	1,036 00
Smith Bros. & Co	1,032 10
Class N, paints, oils, and glass:	
Banker & Carpenter	*390 60
Lockwood & Collins	453 25
John H. Bailey	440 00
H. D. Stover	484 20
George Adams	503 50
Class O, iron castings:	
Phineas Drake	*90 62
H. D. Stover	250 00
Matthias Ellis	121 87

Offers for supplies for the navy yard, Boston, Massachusetts, under advertisement dated June 11, 1863.

Class No. 1, bricks:	
Freeman Orne	$7,366 00
H. V. B. Barker	*6,454 00
Oakman & Eldridge	7,659 00
Class No. 2, stone:	
Amos C. Sanborn	14,253 52
E. C. Sargent	14,787 25
John F. Gilman	*14,232 13
Class No. 3, yellow pine timber:	
Trickey & Jewett	*1,839 02
Freeman Orne	1,951 00
H. V. B. Barker	2,083 20
J. K. Montgomery	2,431 00
L. W. Conner	4,753 00
Class No. 5, oak and hard wood:	
Trickey & Jewett	*6,193 00
Freeman Orne	12,561 00
H. V. B. Barker	8,310 00
J. K. Montgomery	7,310 00
Hiram H. Coats	6,515 00
Class No. 6, white pine, spruce, juniper, and cypress:	
Trickey & Jewett	11,881 45
Treeman Orne	*10,800 20
Flint & Hall	12,941 76
H. V. B. Barker	22,345 65
J. K. Montgomery	14,779 00
L. W. Conner	17,117 54
Hiram H. Coats	27,859 00
Class No. 7, lime, hair, and plaster:	
Oakman & Eldridge	*682 00
George Adams	1,218 00
Class No. 8, cement:	
H. V. B. Barker	612 50
Oakman & Eldridge	*525 00
Henry Wilde	†$525 00
George Adams	735 00
Class No. 9, gravel and sand:	
H. V. B. Barker	*2,900 00
Oakman & Eldridge	3,325 00
Class No. 11, iron, iron spikes and nails:	
Smith Bros. & Co	6,729 00
H. D. Stover	6,728 70
George Adams	10,762 25
Matthias Ellis	*6,426 60
Class No. 12, steel:	
Smith Bros. & Co	3,911 00
Lockwood & Collins	4,130 00
H. V. B. Barker	*3,857 00
H. D. Stover	3,983 00
George Adams	4,071 00
Class No. 13, pig iron:	
Smith Bros. & Co	7,280 00
H. V. B. Barker	7,850 00
Oakman & Eldridge	*7,175 00
H. D. Stover	7,845 00
Matthias Ellis	7,475 00
Class No. 14, files:	
Smith Bros. & Co	4,459 58
S. G. Howe & Co	3,696 58
H. D. Stover	*3,426 46
Class No. 15, paints, oils, and glass:	
Lockwood & Collins	3,502 40
Banker & Carpenter	*2,512 45
George Adams	3,232 65
Clas No. 16, ship chandlery:	
Smith Bros. & Co	*6,992 96
Lockwood & Collins	8,724 85

*Accepted. †Informal.

Class No. 17, hardware:

Smith Bros. & Co	$5,702 97
Smith Bros. & Co	*5,585 22

Class No. 18, stationery:

William A. Wheeler	2,855 95
J. M. Whittemore	2,832 59
Abram E. Cutter	*1,959 42

Class No. 19, firewood:

Trickey & Jewett	*249 50
William A. Wheeler	450 00
Oakman & Eldridge	350 00
H. D. Stover	400 00

Class No. 20, hay and straw:

Trickey & Jewett	3,075 00
William A. Wheeler	3,200 00
Mullett & Bradbury	*2,498 75
H. D. Stover	5,100 00

Class No. 21, provender:

Trickey & Jewett	*1,645 75
William A. Wheeler	1,748 75
Mullett & Bradbury	1,655 50
H. D. Stover	2,033 75

Class No. 22, charcoal:

Smith Bros. & Co	2,100 00
Oakman & Eldridge	3,750 00
Chaffee & Cummings	*1,800 00

Class No. 23, belting, packing, and hose:

Freeman Orne	7,062 50
James R. Pugh	7,483 50
H. D. Stover	*4,455 00
H. W. Burr	5,540 50
Smith Bros. & Co	5,594 00

Class No. 24, sperm and lubricating oils:

Suthard, Herbert & Co	1,096 50
Banker & Carpenter	936 15
Mullett & Bradbury	1,124 00
C. B. Dela Vergne	*845 00
H. D. Stover	$952 25
George Adams	1,389 00

Class No. 26, augers:

Smith Bros. & Co	327 79
H. D. Stover	*306 70

Class No. 27, anthracite coal:

H. V. B. Barker	60,100 00
Oakman & Eldridge	*53,300 00
Franklin A. Hall	58,375 00
Joel H. Rothermel	59,385 00

Class No. 29, bituminous Cumberland coal:

H. V. B. Barker	†13,800 00
Oakman & Eldridge	13,800 00
Franklin A. Hall	16,100 00

Class No. 30, semi-bituminous Broad Top coal, and Pictou:

H. V. B. Barker	11,280 00
Oakman & Eldridge	10,000 00
Franklin A. Hall	*9,500 00

Class A, tinning and slating:

No bids for.

Class B, copper gutters:

Hicks & Badger	*875 00

Class C, sashes:

No bids for.

Class D, steam hammer:

Merrick & Sons	25,000 00
H. D. Stover	*15,000 00

Class E, for building joiners' shop:

C. M. Whittlesey	106,000 00
Stephen Stoddard	113,200 00
Sayward & Lothrop	117,000 00
E. C. Sargent	‡104,700 00
John F. Gilman	104,900 00
Gideon Currier	107,000 00

FOR ORDNANCE.

Class F, bricks:

Freeman Orne	*$17,376 80
Oakman & Eldridge	19,260 00
Dana & Sanborn	18,217 20

Class G, stone:

Amos C. Sanborn	31,382 51
E. C. Sargent	31,071 00
John F. Gilman	*30,048 52

Class H, oak and hardwood, timber and lumber:

Trickey & Jewett	889 68
Freeman Orne	*814 00
Flint & Hall	$1,399 20
H. V. B. Barker	1,012 00
J. K. Montgomery	1,144 00
Hiram H. Coats	1,364 00
F. Blaisdell	1,056 00

Class I, northern hard pine, white pine and spruce, T and L:

Trickey & Jewett	*24,047 51
Freeman Orne	25,138 20
H. V. B. Barker	35,785 10
J. K. Montgomery	26,193 00
Skilling & Whitney	28,489 26
F. Blaisdell	33,429 58

*Accepted. †Decided by lot. ‡Exceeds appropriation.

Class J, lime and plaster:

H. V. B. Barker	$2,660 00
Oakman & Eldridge	*1,720 00
George Adams	2,090 00

Class K, cement:

H. V. B. Barker	725 00
Oakman & Eldridge	*600 00
Henry Wilde	†600 00
George Adams	810 00

Class L, gravel and sand:

H. V. B. Barker	1,635 00
Oakman & Eldridge	*1,350 00

Class M, iron, iron spikes and nails:

H. D. Stover	8,855 00
Smith Bros. & Co	*7,323 75

Class N, slating and tinning:

No bids for.

Class O, coppering:

Hicks & Badger	*$4,516 00

Class P, paints and oils:

Banker & Carpenter	*304 50
H. D. Stover	330 00
George Adams	330 00

Class Q, pig iron:

Oakman & Eldridge	*630 00
H. D. Stover	720 00
Matthias Ellis	646 20
Smith Bros. & Co	637 20

Class R, sashes:

No bids for.

Offers for supplies for the navy yard, New York, under advertisement dated Juue 11, 1863.

Class No. 1, bricks:

H. V. B. Barker	$4,264 00
Daniel K. Traviss	5,976 00
David Babcock	6,200 00
Murphy, Nesbit & Co	*3,893 00

Class No. 2, stone:

H. V. B. Barker	21,520 00
David Babcock	19,000 00
Joseph R. Bodwell	*15,105 00
E. C. Sargent	19,860 00

Class No. 2½, stone:

H. V. B. Barker	28,440 00
David Babcock	17,155 00
Jacob Voorhis	*11,070 00

Class No. 5, oak and hard wood:

H. V. B. Barker	1,577 50
Watson & Pittinger	1,290 00
Freeman Orne	*753 80

Class No. 6, white pine, spruce, juniper, and cypress:

H. V. B. Barker	31,604 00
Flint & Hall	29,571 00
John S. Loomis	*18,780 50
J. K. Montgomery	35,646 40
Hiram H. Coats	47,576 00
Sumner & Hascy	23,530 00
James Bigler	19,660 00
Watson & Pittinger	19,825 00
L. W. Conner	23,729 00
F. Blaisdell	29,565 00

Class No. 7, lime, hair, and plaster:

H. V. B. Barker	936 25
Daniel K. Traviss	772 50
Murphy, Nesbit & Co	*$571 50
A. J. Thomas	1,552 50

Class No. 8, cement:

H. V. B. Barker	8,766 00
David Babcock	7,880 00
M. W. Woodward, Secty	*5,595 00
Henry Wilde	†5,531 25
Murphy, Nesbit & Co	6,175 00

Class No. 9, gravel and sand:

H. V. B. Barker	54,858 00
David Babcock	*37,144 50
James J. Coyle	37,813 00

Class No. 11, iron, iron spikes and nails:

C. W. Scofield	*32,026 82
John R. Elvans	32,143 65
H. V. B. Barker	†24,322 76
H. D. Stover	33,951 96

Class No. 12, steel:

C. W. Scofield	*3,946 00
John R. Elvans	5,594 30
H. V. B. Barker	4,403 50
Edwin L. Brady	6,688 80
H. D. Stover	4,248 50
Smith Bros. & Co	5,261 00

Class No. 13, pig iron:

C. W. Scofield	3,840 00
John R. Elvans	5,666 00
H. V. B. Barker	3,600 00
William A. Wheeler	4,250 00
Jno. J, Bingham	3,398 00
B. G. Clarke	*3,100 00
Freeman Orne	4,100 00
H. D. Stover	4,500 00

*Accepted. †Informal.

Class No. 14, files:

C. W. Scofield	$11,354 25
John R. Elvans	15,481 52
S. G. Howe & Co	11,375 39
H. D. Stover	*9,276 06
Smith Bros. & Co	15,291 26

Class No. 15, paints, oils, and glass:

C. W. Scofield	*9,251 92
Banker & Carpenter	10,044 84
Lockwood & Collins	10,005 43
William Miller	10,963 19
John Leary	10,792 65
H. D. Stover	9,490 02

Class No. 16, ship chandlery:

C. W. Scofield	12,940 30
Jno. J. Bingham	*10,733 19

Class No. 17, hardware:

C. W. Scofield	*16,777 48
John R. Elvans	17,881 83

Class No. 18, stationery:

William A. Wheeler	5,648 02
Bogart, Bourne & Auten	6,337 32
D. L. Lambert	5,653 04
Cornelius Bigelow	*4,171 52
A. Gregory & Co	4,985 10

Class No. 20, hay and straw:

Edwin L. Brady	2,575 00
William A. Wheeler	*2,375 00
William M. Shipman	3,372 00
George Hannaman	3,180 80
H. D. Stover	5,200 00

Class No. 21, provender:

H. V. B. Barker	6,882 50
Edwin L. Brady	11,750 60
William A. Wheeler	8,605 00
William M. Shipman	*5,303 00
George Hannaman	5,804 50
H. D. Stover	9,378 00

Class No. 22, charcoal:

C. W. Scofield	2,864 00
William A. Wheeler	4,265 00
Edward Fox	*1,810 00
H. D. Stover	5,666 00

Class No. 23, belting, packing, and hose:

C. W. Scofield	*6,071 80
John R. Elvans	6,402 56
William A. Wheeler	8,015 65
James R. Pugh	9,966 55
Freeman Orne	6,619 50
H. D. Stover	6,232 37

Class No. 24, sperm and lubricating oils:

C. W. Scofield	4,843 00
H. V. B. Barker	$6,139 00
Edwin L. Brady	4,588 00
William A. Wheeler	5,921 50
Southard, Herbert & Co	5,242 30
Banker & Carpenter	5,122 40
Lockwood & Collins	6,120 00
Leonard & Leonard	6,024 40
C. B. Dela Vergne	5,674 00
Freeman Orne	8,576 00
H. D. Stover	*3,899 00

Class No. 25, iron work, piping, &c.:

C. W. Scofield	1,998 65
William A. Wheeler	3,451 30
Felix Campbell	*1,488 57
F. G. Green	1,862 13

Class No. 26, augers:

C. W. Scofield	*765 75
John R. Elvans	1,497 96

Class No. 27, anthracite coal:

H. V. B. Barker	48,942 50
Edwin L. Brady	*40,000 00
Lewis Buckman	51,187 50
Seth Caldwell, jr	48,212 50

Class No. 30, semi-bituminous, Broad Top coal:

C. W. Scofield	71,400 00
H. V. B. Barker	59,880 00
Edwin L. Brady	*48,000 00
William R. Snow	49,500 00
Lewis Buckman	56,400 00
Seth Caldwell, jr	51,000 00

Class No. 31, copper and composition nails:

C. W. Scofield	342 50
John R. Elvans	405 00
H. V. B. Barker	430 00
Edwin L. Brady	550 00
Freeman Orne	400 00
H. D. Stover	*300 00

Class A, hose carriage:

Edwin L. Brady	600 00
Jacob S. Wortman	495 00
Freeman Orne	*300 00
H. D. Stover	325 00

Class B, officers' houses:

Wright & Brook	*14,925 00
F. D. Mason & Co	23,000 00
T. W. Rollins	17,000 00

Class C, foundry:

Wright & Brook	*76,786 00
F. D. Mason & Co	86,500 00
T. W. Rollins	83,000 00
William C. Kingsley	91,000 00
H. D. Stover	200,000 00

* Accepted.

FOR ORDNANCE.

Class D, white pine, &c.:

H. V. B. Barker	$56,867 96
Hiram H. Coats	*56,526 58
Sumner & Hascy	57,439 96
James Bigler	75,758 84
L. W. Conner	91,524 90
H. D. Stover	123,986 00

Class E, lignumvitæ:

C. W. Scofield	2,740 00
Lockwood & Collins	2,430 00
Freeman Orne	2,890 00
H. D. Stover	*1,960 00

Class F, pig iron:

C. W. Scofield	65,000 00
H. V. B. Barker	61,000 00
Edwin L. Brady	67,500 00
William A. Wheeler	61,250 00
John J. Bingham	61,470 00
B. G. Clarke	*56,500 00
Freeman Orne	61,500 00
H. D. Stover	57,500 00
George E. Townsend	†32,500 00

Class G, sand for casting shells:

C. W. Scofield	*720 00
H. V. B. Barker	900 00

Class H, spelter:

C. W. Scofield	*1,185 00
H. V. B. Barker	1,350 00
Edwin L. Brady	6,000 00
William A. Wheeler	1,500 00
H. D. Stover	1,800 00

Class I, flax, canvas, and twine:

C. W. Scofield	24,550 00
H. V. B. Barker	31,060 00
Edwin L. Brady	24,675 00
William A. Wheeler	42,375 00
Freeman Orne	24,412 50
H. D. Stover	23,767 00
William Brand	*21,687 50

Class J, copper:

C. W. Scofield	15,881 19
John R. Elvans	18,541 41
H. V. B. Barker	17,510 03
H. D. Stover	*15,442 09

Class K, leather:

C. W. Scofield	*31,330 00
Edwin L. Brady	76,860 00
William A. Wheeler	31,661 00
A. J. Thomas	31,720 00

Class L, wrought-iron tubing:

C. W. Scofield	$780 00
F. G. Green	*600 00

Class M, files:

C. W. Scofield	*6,620 50
John R. Elvans	7,030 43

Class N, brass and iron screws:

C. W. Scofield	6,295 00
John R. Elvans	7,197 00
H. D. Stover	*2,948 50
Smith Brothers & Co	7,734 00

Class O, iron—round, flat, and square:

C. W. Scofield	38,662 50
John R. Elvans	34,350 00
H. V. B. Barker	43,600 00
H. D. Stover	*31,850 00
Smith Brothers & Co	39,112 50

Class P, paints, oils, &c.:

C. W. Scofield	*42,255 00
Banker & Carpenter	44,548 00
Lockwood & Collins	42,857 00
William Miller	46,263 75
John Leary	44,405 50
H. D. Stover	44,070 20

Class Q, drums:

C. W. Scofield	992 50
Edwin L. Brady	4,025 00
William A. Wheeler	1,097 50
William A. Pond & Co	*812 25

Class R, hardware:

C. W. Scofield	*12,985 50
John R. Elvans	18,149 45

Class S, tin:

C. W. Scofield	*11,300 00
John R. Elvans	12,993 50
William A. Wheeler	15,825 00
H. D. Stover	13,650 00

Class T, ship chandlery:

C. W. Scofield	18,053 90
John J. Bingham	*17,778 23

Class U, stationery:

Wm. A. Wheeler	491 75
Bogart, Bourne & Auten	393 25
Cornelius Bigelow	*254 21

*Accepted. †Informal.

Offers for supplies for the navy yard, Philadelphia, under advertisement dated June 11, 1863.

Class No. 1, bricks:

Paul J. Field	* $1,020 00
H. V. B. Barker	1,085 00

Class No. 2, stone:

Paul J. Field	2,348 50
H. V. B. Barker	* 2,247 50
John Schaffer	2,436 00
E. C. Sargent	4,959 25

Class No. 5, oak and hard wood:

Freeman Orne	1,000 00
Lewis, Thompson & Co	* 909 14
H. V. B. Barker	2,047 90

Class No. 6, white pine, spruce, juniper, and cypress.

Freeman Orne	* 3,150 00
Lewis, Thompson & Co	3,350 50
H. V. B. Barker	4,475 50
Wm. S. Doughten	3,535 50
L. W. Conner	5,045 00

Class No. 7, lime, hair, and plaster:

Freeman Orne	412 50
Paul J. Field	159 50
John Schaffer	* 132 00
J. W. Simes & Sons	165 00

Class No. 9, gravel and sand:

Paul J. Field	* 2,211 00
John Schaffer	2,323 00

Class No. 11, iron, iron spikes, and nails:

Freeman Orne	* 1,098 40
C. W. Scofield	1,197 90
Lockwood & Collins	1,441 00
John R. Elvans	1,233 02
Charles M. Ghrisky	1,159 02
Ephriam Wheeler	1,266 60
Wm. F. Potts	1,446 10
H. D. Stover	1,394 30

Class No. 12, steel:

Freeman Orne	* 1,273 00
Paul J. Field	1,610 00
C. W. Scofield	1,349 00
Lockwood & Collins	1,864 00
John R. Elvans	1,831 00
Charles M. Ghrisky	1,556 00
Ephriam Wheeler	1,350 00
Wm. F. Potts	1,605 00
H. D. Stover	1,687 50

Class No. 14, files:

C. W. Scofield	* 3,891 13
Lockwood & Collins	6,113 00
John R. Elvans	5,217 06
Charles M. Ghrisky	$4,488 00
Ephriam Wheeler	4,925 99
E. G. Stones	4,409 84

Class No. 15, paints, oils, and glass:

C. W. Scofield	* 1,761 70
Lockwood & Collins	2,120 75
Charles M. Ghrisky	2,146 30
Banker & Carpenter	2,032 30
John Leary	2,221 50
J. W. Simes & Sons	1,913 50

Class No. 16, ship chandlery:

C. W. Scofield	9,096 70
Lockwood & Collins	9,807 10
Charles M. Ghrisky	* 8,882 28
Ephriam Wheeler	10,509 15

Class No. 17, hardware:

John R. Elvans	4,675 52
Charles M. Ghrisky	* 2,844 74
Ephriam Wheeler	3,856 55

Class No. 18, stationery:

Wm. F. Murphy & Sons	2,471 90
Wm. A. Wheeler	* 1,797 04

Class No. 19, firewood:

Paul J. Field	* 123 75
Charles M. Ghrisky	150 00
H. D. Stover	150 00

Class No. 20, hay and straw:

Paul J. Field	784 00
John Elliott	790 00
Robert McNeill	786 00
C. W. Zimmerman	* 636 00

Class No. 21, provender:

Paul J. Field	2,178 35
John Elliott	2,314 25
C. W. Zimmerman	* 1,805 51
H. D. Stover	3,284 75

Class No. 22, charcoal:

Paul J. Field	736 00
C. W. Scofield	1,600 00
Charles M. Ghrisky	880 00
Wm. S. Doughten	952 00
H. D. Stover	3,200 00
E. G. Stones	* 624 00

Class No. 23, belting, packing, and hose:

Freeman Orne	† 291 60
C. W. Scofield	3,798 80
John R. Elvans	* 1,660 36
H. D. Stover	2,328 75

* Accepted.

† Informal.

Class No. 24, sperm and lubricating oils:

C. W. Scofield	$1,112 00
Lockwood & Collins	1,477 00
Suthard, Herbert & Co	1,432 08
Banker & Carpenter	1,345 76
C. B. Dela Vergne	*804 16
H. D. Stover	1,426 40
J. W. Simes & Sons	1,845 00

Class No. 26, augers:

Paul J. Field	*5,255 30
C. W. Scofield	5,293 05
Lockwood & Collins	7,226 00
John R. Elvans	6,538 93
Ephriam Wheeler	6,510 80
E. G. Stones	5,307 50

Class No. 27, anthracite coal:

Seth Caldwell, jr	*5,147 50
Joel H. Rothermel	6,390 00

Class No. 30, semi-bituminous Broad Top coal:

H. V. B. Barker	$8,400 00
Seth Caldwell, jr	*5,080 00
Joel H. Rothermel	8,000 00

Class No. 31, copper and composition nails:

C. W. Scofield	544 80
John R. Elvans	509 60
Charles M. Ghrisky	*443 20
H. V. B. Barker	494 00
H. D. Stover	452 80

Class A, extension of joiner shop:

Wm. D. Mullen	*5,495 00

Class B, extension of storehouse:

Wm. D. Mullen	*21,054 00

Offers for supplies for Naval Asylum, Philadelphia, under advertisement dated June 11, 1863.

Class No. 1, clothing:

Henry W. Scott	*$6,216 75
A. Robeno, jr	7,002 50

Class No. 2, hats, boots, shoes, &c.:

Wm. Muldoon, sen	*1,186 25

Class No. 3, provisions:

G. & A. Schiedt	*7,998 75

Class No. 4, groceries:

Wm. L. Maddock	6,126 50
William Patton	*5,869 00

Class No. 5, dry goods:

E. J. Crippen	*2,585 75

Class No. 6, bread, &c.:

John G. Moxey	1,950 00
Joseph Peters	*1,942 50
William Foley	1,945 00

Class No. 7, tobacco:

Wm. L. Maddock	1,875 00
Woodward & Woodward	1,675 00
Freeman Orne	1,625 00
Paul J. Field	*1,575 00

Class No. 8, coal:

Seth Caldwell, jr	*3,357 50

Class No. 9, paints, oils, and glass:

Wm. L. Maddock	466 75
Freeman Orne	*256 70
Banker & Carpenter	$295 35
J. W. Simes & Sons	270 00

Class No. 10, bricks, &c.:

Paul J. Field	*101 50
J. W. Simes & Son	120 00

Class No. 11, lumber:

Wm. L. Maddock	1,705 00
Freeman Orne	*844 70
Lewis, Thompson & Co	1,108 50
H. V. B. Barker	1,324 40

Class No. 12, firewood:

Wm. L. Maddock	84 00
Paul J. Field	*68 00

Class No. 13, provender:

Wm. L. Maddock	385 00
C. W. Zimmerman	*251 00
Paul J. Field	316 50

Class No. 14, miscellaneous:

Wm. L. Maddock	1,228 00
Freeman Orne	*663 00
E. G. Stones	778 04

Class No. 15, hardware:

Freeman Orne	*225 48
Paul J. Field	242 00
E. G. Stones	248 29

Class No. 16, stationery:

Ferdinand Foster	*367 84
Wm. F. Murphy & Sons	368 23
William A. Wheeler	414 86

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*Accepted.

Offers for supplies for the navy yard, Washington, D. C., under advertisement dated June 11, 1863.

Class No. 1, bricks:

Freeman Orne	$2,332 50
George H. Plant	2,357 50
Joseph L. Savage	2,360 00
H. V. B. Barker	2,637 50
J. M. Varnum	*2,305 00

Class No. 3, yellow pine timber:

Freeman Orne	13,714 00
H. V. B. Barker	26,207 50
L. W. Conner	10,691 50
F. Blaisdell	7,832 00
Esau Pickrell	19,352 50
John O. Evans	*6,718 62
George Peck	14,019 00
John Brown	7,888 87

Class No. 4, yellow pine lumber:

Freeman Orne	*3,850 00
H. V. B. Barker	6,380 00
L. W. Conner	7,700 00
F. Blaisdell	5,170 00
Esau Pickrell	6,600 00
George Peck	6,600 00
John Brown	4,620 00

Class No. 5, oak and hard wood:

Freeman Orne	1,894 50
Ephriam Wheeler	*1,749 00
H. V. B. Barker	2,596 00
L. W. Conner	2,347 00
F. Blaisdell	1,944 70
Esau Pickrell	2,308 00
John Brown	1,898 50

Class No. 6, white pine, spruce, juniper, and cypress:

Freeman Orne	4,345 00
H. V. B. Barker	5,955 00
L. W. Conner	5,636 00
F. Blaisdell	4,612 00
Esau Pickrell	5,176 50
John O. Evans	*4,338 50
John Brown	5,705 35

Class No. 7, lime, hair, and plaster:

Freeman Orne	704 00
Ephraim Wheeler	569 00
Geo. H Plant	*554 00
Joseph L. Savage	602 00
H. V. B. Barker	768 00
L. W. Conner	620 00

Class No. 8, cement:

Freeman Orne	†262 50
George H. Plant	270 00
Joseph L. Savage	262 50
H. V. B. Barker	345 00
L. W. Conner	450 00

Class No. 9, gravel and sand:

Ephraim Wheeler	$5,728 50
George H. Plant	*2,359 60
Joseph L. Savage	2,362 50
H. V. B. Barker	4,986 50

Class No. 11, iron, iron nails, and spikes:

Freeman Orne	*5,475 89
Ephraim Wheeler	6,166 23
John R. Elvans	5,796 63
Joseph L. Savage	5,530 66
H. V. B. Barker	5,757 90
H. D. Stover	6,475 80

Class No. 12, steel:

Freeman Orne	2,118 00
Ephraim Wheeler	2,911 00
John R. Elvans	2,804 90
Joseph L. Savage	2,392 30
H. V. B. Barker	*2,040 60
H. D. Stover	2,735 00

Class No. 13, pig iron:

Freeman Orne	6,412 50
Ephraim Wheeler	7,500 00
Wm. A. Wheeler	6,600 00
John R. Elvans	8,400 00
Joseph L. Savage	*5,775 00
H. V. B. Barker	6,000 00
H. D. Stover	6,750 00

Class No. 14, files:

Freeman Orne	7,965 66
Ephraim Wheeler	8,437 63
John R. Elvans	8,015 52
Joseph L. Savage	*7,639 00

Class No. 15, paints, oils, and glass:

Lockwood & Collins	3,017 60
Banker & Carpenter	*2,912 88
John Leary	3,055 61
John W. Simes & Sons	3,512 87

Class No. 16, ship chandlery:

Ephraim Wheeler	8,297 86
Joseph L. Savage	*6,806 63
Lockwood & Collins	8,993 55

Class No. 17, hardware:

Ephraim Wheeler	3,883 62
John R. Elvans	3,510 44
Joseph L. Savage	*3,405 55

Class No. 18, stationery:

Wm. A. Wheeler	2,127 45
Philp & Solomons	*1,900 72

* Accepted.

† Decided by lot.

Class No. 19, firewood:

Freeman Orne	$4,140 00
Ephraim Wheeler	4,140 00
Wm. A. Wheeler	5,865 00
George H. Plant	4,133 10
L. W. Conner	4,788 60
F. Blaisdell	*3,953 70
John Brown	5,175 00
H. D. Stover	6,900 00

Class No. 20, hay and straw:

Ephraim Wheeler	†817 50
Wm. A. Wheeler	817 50
L. W. Conner	984 00
King & Burchell	983 75
P. W. Dorsey	845 00
H. D. Stover	1,592 00

Class No. 21, provender:

Freeman Orne	2,204 00
Ephraim Wheeler	1,928 00
Wm. A. Wheeler	2,202 00
L. W. Conner	2,056 00
King & Burchell	2,100 00
P. W. Dorsey	*1,910 00
H. D. Stover	2,690 00

Class No. 22, charcoal:

Ephraim Wheeler	1,768 00
Wm. A. Wheeler	8,160 00
L. W. Conner	3,400 00
King & Burchell	4,080 00
P. W. Dorsey	1,768 00
A. V. Gray	*1,700 00
H. D. Stover	27,200 00

Class No. 23, belting, packing, and hose:

Freeman Orne	495 00
Ephraim Wheeler	$500 00
John R. Elvans	*231 00
Joseph L. Savage	465 00
H. D. Stover	320 00

Class No. 24, sperm and lubricating oils:

Freeman Orne	4,713 30
Ephraim Wheeler	4,605 40
Wm. A. Wheeler	5,350 00
Joseph L. Savage	4,228 60
H. V. B. Barker	5,863 80
King & Burchell	4,090 85
Banker & Carpenter	4,199 00
Leonard & Leonard	4,840 14
Suthard, Herbert & Co	4,398 80
C. B. Dela Vergne	*3,893 20
H. D. Stover	3,943 50

Class No. 27, anthracite coal:

H. V. B. Barker	*21,400 00

Class No. 29, bituminous Cumberland coal:

George H. Plant	*44,838 00
H. V. B. Barker	74,968 50
Wm. R. Snow	46,905 00
Stephen H. Sherman	49,051 50

Class No. 32, machinery and tools:

Freeman Orne	63,945 00
Joseph L. Savage	*44,755 00
H. D. Stover	46,298 00

Class A, Bishop's boom derrick:

Hamilton E. Towle	‡24,500 00
A. D. Bishop	‡22,000 00

Offers for supplies for the navy yard, Norfolk, Va., under advertisement dated June 11, 1863.

Class No. 6, white pine, spruce, juniper, and cypress:

Freeman Orne	*$582 50

Class No. 11, iron, iron spikes, and nails:

Joseph L. Savage	118 00
John R. Elvans	*110 25
Freeman Orne	131 00
H. D. Stover	180 00

Class No. 12, steel:

Joseph L. Savage	*145 00
John R. Elvans	180 00
Freeman Orne	156 00
H. D. Stover	180 00

Class No. 14, files:

Joseph L. Savage	$3,058 50
John R. Elvans	4,037 06
S. G. Howe & Co	*2,954 86

Class No. 15, paints, oils, and glass:

Banker & Carpenter	1,710 16
Freeman Orne	2,252 90
John Leary	*1,602 83
H. D. Stover	2,079 20

Class No. 16, ship chandlery:

Freeman Orne	*717 00
H. D. Stover	1,041 95

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* Accepted. † Decided by lot. ‡ Informal.

Class No. 17, hardware:

John R. Elvans	*$3,877 49

Class No. 18, stationery:

William A. Wheeler	*1,382 50

Class No. 19, firewood:

King & Burchell	5,000 00
Peter Dilworth	*2,850 00

Class No. 21, provender:

Peter Dilworth	*1,005 00

Class No. 22, charcoal:

King & Burchell	*480 00

Class No. 23, belting, packing, and hose:

Joseph L. Savage	3,793 00
John R. Elvans	4,666 28
John H. Haskell	4,212 50
Freeman Orne	*3,750 00

Class No. 24, sperm and lubricating oils:

King & Burchell	$630 00
Joseph L. Savage	630 00
Suthard, Herbert & Co	610 00
Banker & Carpenter	599 50
C. B. Dela Vergne	*390 00
Freeman Orne	678 00
H. D. Stover	700 00

Class No. 27, anthracite coal:

Seth Caldwell, jr	*2,897 50

Class No. 30, semi-bituminous Broad Top coal:

Seth Caldwell, jr	*3,800 00

Class No. 31, copper and composition nails:

John R. Elvans	*312 50
Freeman Orne	395 00
H. D. Stover	750 00

BUREAU OF YARDS AND DOCKS, *October* 6, 1863.

Accepted.

Y. & D., No. 9.

LIST OF CONTRACTS FOR NAVAL SUPPLIES, BUREAU OF YARDS & DOCKS, 1863-'64.

Schedule of materials required at the United States navy yard at Portsmouth, New Hampshire, for the year ending June 30, 1864.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class No. 1, bricks.

10,000 fire bricks, English	$50 00	per M.

To be delivered on or before September 1, 1863.

EZRA EAMES. DATE OF CONTRACT, JULY 28, 1863.

Class No. 2, stone.

35,000 cubic feet, dimension, split granite, 18 inches rise, 2 feet wide, and in length from 6 to 10 feet	$0 18	per cubic foot.

Deliveries to commence July 15, 1863, and continue as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 4, yellow pine lumber.

40,000 feet, board measure, 2-inch plank, to be of the best northern yellow pine, free from all defects—not seasoned	$24 99	per M.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 5, oak and hard wood.

1,000 sticks chestnut, 8 feet long, 5 by 8 inches, sawed or hewed square	$0 40	per stick.
10,000 feet, board measure, chestnut, in lengths of 12, 16, or 20 feet, and 5 by 6 inches, sawed square	20 00	per M.
16,000 feet, board measure, chestnut, in lengths of 12, 16, or 20 feet, and 5 by 6 inches, sawed square	30 00	per M.
(The above chestnut to be sound, but not seasoned.)		
10 cords hickory butts, straight and sound	15 00	per cord.
200 54-inch oak pipe staves	10 00	per 100.
500 feet, board measure, white ash 1-inch boards	35 00	per M.
1,000 feet, board measure, white ash 2-inch plank	45 00	per M.
20 sticks elm, 5 feet long, 15 by 15 inches square, suitable to make ox yokes	75	per stick.

To be delivered as required.

BARKER, ADAMS & CO. DATE OF CONTRACT, JULY 28, 1863.

Class No. 6, white pine, spruce, juniper, and cypress lumber.

1,000 feet, board measure, 2-inch, No. 2 white pine plank	$37 00	per M.
10,000 feet, board measure, 3-inch, No. 2 white pine plank	37 00	per M.
4,000 feet, board measure, 4-inch, No 2 white pine plank	37 00	per M.
104,000 feet white pine boards, 1-inch, No. 3	17 00	per M.
2,000 feet white pine boards, 1-inch, No. 2	37 00	per M.
8,000 feet, board measure, spruce plank, 1½-inch	16 00	per M.
2,000 feet spruce boards, 1-inch	16 00	per M.

The above not to be seasoned—delivered as required.

BARKER, ADAMS & CO DATE OF CONTRACT, JULY 28, 1863.

Class No. 7, lime, hair, and plaster.

600 casks best Rockland lime, well hooped	$0 84	per cask.
2 barrels calcined plaster	1 75	per barrel.

To be delivered as required.

GEORGE W. TUCKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 8, cement.

500 barrels hydraulic cement, fresh ground, put up in barrels well papered	$1 58	per barrel.

To be delivered as required.

PHINEAS DRAKE. DATE OF CONTRACT, JULY 28, 1863.

Class No. 9, gravel and sand.

8,000 bushels sharp, clean sand, equal to Plumb island	$0 04	per barrel.
200 tons best quality moulding sand, per sample	6 25	per ton.
15 barrels best quality parting sand	2 50	per barrel.

Samples at yard. To be delivered as required.

MATTHIAS ELLIS. DATE OF CONTRACT, JULY 27, 1863.

Class No. 11, iron, iron nails and spikes.

3,000 pounds best tank iron, sizes as required	$0 05½	per pound.
3,000 pounds best charcoal flange iron, assorted	07 65/100	per pound.
14,000 pounds best Pembroke rivet iron, assorted	06½	per pound.
1,200 pounds Russia sheet iron	18	per pound.
1,200 pounds Russia sheet iron, "R. G"	07½	per pound.
2,000 pounds Russia sheet iron, galvanized	22	per pound.
200 pounds Pembroke boiler rivets	06½	per pound.
25 pounds small iron rivets, assorted	10	per pound.
25 pounds small iron tinned rivets, assorted	13	per pound.
5,000 pounds cold-rolled iron, for shafting, equal to Lanth's, 2¾ inches diameter, 11 feet long, to be delivered in good condition, and free from crooks	05	per pound.
5,000 pounds cold-rolled iron, for shafting, equal to Lanth's, from 1 inch to 2½ inches in diameter, as required, to be delivered in good condition, and free from crooks	05	per pound.
19,000 pounds round iron, sizes as required	04	per pound.
1,350 pounds square nuts, sizes as required	09	per pound.
1,000 pounds flat iron, sizes as required	04	per pound.
4,000 pounds square iron, sizes as required	03¾	per pound.
1,000 pounds Norway shoe shapes	08	per pound.
400 pounds Norway nail rods	09	per pound.
300 pounds Norway iron, assorted as required	07	per pound.
5,000 pounds iron cut nails, sizes as required	05	per pound.
1,000 pounds iron finishing nails, sizes as required	05	per pound.
1,000 pounds angle iron, sizes as required	05	per pound.

To be delivered as required.

MATTHIAS ELLIS. DATE OF CONTRACT, JULY 27, 1863.

Class No. 12, steel.

4,600 pounds Jessup's square cast steel, sizes as required	$0 21¾	per pound.
6,000 pounds Jessup's flat, square, and octagon cast steel, sizes as required	21¾	per pound.

400 pounds cast steel, flat points	$0 23	per pound.
5,000 pounds round steel, Jessup's	15¾	per pound.

To be delivered as required.

MATTHIAS ELLIS. DATE OF CONTRACT, JULY 27, 1863.

Class No. 13, pig iron.

40 tons (2,240 pounds) pig iron, best American, No. 1, anthracite	$38 85	per ton.

To be delivered as required.

S. G. HOWE & Co. DATE OF CONTRACT, JULY 29, 1863.

Class No. 14, files.

¼ gross hand bastard files, 16 inches	$141 36	per gross.
¼ gross hand second-cut files, 16 inches	162 12	per gross.
¼ gross half-round bastard files, 16 inches	126 00	per gross.
½ gross round bastard files, 16 inches	126 00	per gross.
¼ gross square bastard files, 16 inches	115 20	per gross.
8 gross flat bastard files, 14 inches	79 32	per gross.
6 gross hand bastard files, 14 inches	98 28	per gross.
2 gross hand second-cut files, 14 inches	117 25	per gross.
3 gross mill files, 14 inches	79 32	per gross.
7¼ gross half-round bastard files, 14 inches	87 00	per gross.
1½ gross round bastard files, 14 inches	87 00	per gross.
1½ gross square bastard (straight) files, 14 inches	115 20	per gross.
2 gross mill-saw (Stubbs's) files, 14 inches	79 32	per gross.
2 gross square taper files, 14 inches	78 00	per gross.
¼ gross three-square taper files, 12 inches	63 60	per gross.
7 gross flat bastard files, 12 inches	57 00	per gross.
4 gross hand bastard files, 12 inches	67 20	per gross.
2 gross hand second-cut files, 12 inches	82 80	per gross.
3 gross mill files, 12 inches	57 00	per gross.
6 gross half-round bastard files, 12 inches	63 00	per gross.
½ gross half-round smooth files, 12 inches	84 00	per gross.
1 gross hand smooth files, 12 inches	88 80	per gross.
1 gross hand bastard files, 10 inches	47 50	per gross.
3 gross half-round files, 10 inches	42 00	per gross.
2 gross half-round second-cut files, 10 inches	49 20	per gross.
1 gross half-round smooth files, 10 inches	54 00	per gross.
½ gross flat superfine files, 10 inches	100 00	per gross.
½ gross round bastard files, 10 inches	42 00	per gross.
2 gross half-round superfine files, 10 inches	108 00	per gross.
1 gross square bastard files. 10 inches	40 20	per gross.
2 gross flat bastard files, 10 inches	40 56	per gross.
¼ gross mill bastard files, 10 inches	40 56	per gross.
1 gross hand second-cut files, 10 inches	57 00	per gross.
½ gross square straight files, 10 inches	56 00	per gross.
½ gross hand smooth files, 10 inches	60 00	per gross.
3 gross hand bastard files, 8 inches	33 70	per gross.
½ gross half-round bastard files, 8 inches	28 80	per gross.
½ gross half-round smooth files, 8 inches	39 00	per gross.
4½ gross mill-saw (Stubbs's) files, 8 inches	27 00	per gross.
1 dozen hand saw files, three-square taper, 8 inches	2 80	per dozen.
1 dozen flat smooth hand files, 8 inches	3 50	per dozen.
1 gross half-round second-cut files, 8 inches	36 00	per gross.
½ gross round bastard files, 8 inches	28 80	per gross.
gross square straight files, 8 inches	40 00	per gross.
¼ gross square taper files, 8 inches	27 00	per gross.
1 gross hand second-cut files, 8 inches	39 70	per gross.
¼ gross hand smooth files, 8 inches	42 00	per gross.
¼ gross bastard files, 6 inches	19 20	per gross.
¼ gross flat bastard files, 6 inches	19 20	per gross.

¼ gross mill files, 6 inches	$19	20	per gross.
1 gross half-round bastard files, 6 inches	19	25	per gross.
½ gross half-round second-cut files, 6 inches	24	00	per gross.
½ gross half-round smooth files, 6 inches	27	00	per gross.
½ gross round bastard files, 6 inches	19	25	per gross.
½ gross square taper files, 6 inches	18	50	per gross.
¼ gross three-square taper files, 6 inches	19	80	per gross.
2 gross hand second-cut files, 6 inches	25	80	per gross.
2 dozen hand-saw (three cornered) files, 6 inches	1	78	per dozen.
34 gross pit-saw files, 5 inches	18	00	per gross.
4 gross hand-saw files, 4½ inches	13	25	per gross.
¼ gross flat bastard files, 4 inches	13	80	per gross.
¼ gross hand bastard files, 4 inches	16	00	per gross.
1 gross half-round bastard files, 4 inches	13	90	per gross.
½ gross half-round second cut files, 4 inches	17	28	per gross.
½ gross round bastard files, 4 inches	13	90	per gross.
¼ gross square bastard files, 4 inches	13	40	per gross.
1 gross three-square taper files, 4 inches	12	00	per gross.
2 gross hand-saw (Stubbs's) files, 4 inches	17	00	per gross.
2 gross hand-saw (Stubbs's) files, 3½ inches	15	50	per gross.
¼ gross hand bastard files, 3 inches	16	00	per gross.
¼ gross half round bastard files, 3 inches	13	75	per gross.
¼ gross square bastard files, 3 inches	13	40	per gross.
¼ gross round bastard files, 3 inches	13	75	per gross.
1½ gross hand-saw (Stubbs's) files, 3 inches	15	50	per gross.
1 gross three-square taper files, 3 inches	10	80	per gross.
1 gross three-square taper files, 6 inches	21	00	per gross.

To be delivered as required. The above to be of the best hand-cut, for iron or brass, as required.

BANKER & CARPENTER. DATE OF CONTRACT, JULY 25, 1863.

Class No. 15, paints, oil, and glass.

6,000 pounds pure dry white lead	$0 08$\frac{95}{100}$	per pound.
1,000 pounds pure dry white French zinc paint	07	per pound.
2,000 pounds pure Paris whiting	02	per pound.
200 pounds pure dry red lead	10	per pound.
200 pounds pure dry litharge	10	per pound.
5 pounds chrome yellow	18	per pound.
10 pounds dry burnt umber	06	per pound.
5 pounds raw T. Sienna	08	per pound.
100 pounds dry chrome green	06½	per pound.
10 pounds frosted glue	16	per pound.
3 pounds English vermillion	1 50	per pound.
5 pounds vandyke, brown	10	per pound.
500 gallons pure linseed oil, raw	1 20	per gallon.
100 gallons Natrona spirits turpentine	35	per gallon.
10 gallons pure English elastic carriage varnish	5 00	per gallon.
70 pounds pure gum shellac	77	per pound.
16 gallons alcohol	1 00	per gallon.
100 lights, first quality, double thick, 11 by 16 glass	22	per light.
200 lights, first quality, double thick, 10 by 16 glass	20	per light.
100 lights, first quality, double thick, 10 by 13 glass	16	per light.
200 lights, first quality, double thick, 9 by 13 glass	14½	per light.
3,000 lights, common, 8 by 10 glass	03½	per light.
400 lights, first quality, double thick, 8 by 12 glass	11	per light.
100 lights, first quality, double thick, 12 by 20 glass	35	per light.
100 lights, first quality, double thick, 10 by 14 glass	18	per light.

To be delivered as required.

LOCKWOOD & COLLINS. DATE OF CONTRACT, JULY 27, 1863.

Class No. 16, ship chandlery.

1,500 pounds white chalk	$0 01	per pound.
25 pounds red chalk	10	per pound.

38	dozen corn brooms	$4 00	per dozen.
13	dozen birch brooms	2 00	per dozen.
2	dozen scrub brooms	4 00	per dozen.
5	dozen whitewash brushes sample at yard	16 00	per dozen.
½	dozen long-handled floor brushes	4 00	per dozen.
4	dozen short-handled dust brushes	6 00	per dozen.
3	dozen dust brushes, for moulders' use	6 00	per dozen.
2	dozen glue brushes	3 00	per dozen.
2	dozen cattle brushes	3 00	per dozen.
20	pairs cattle cards	50	per pair.
5	dozen flue brushes per sample at yard	40 00	per dozen.
8	dozen 0000, first quality, white Okataca paint brushes	16 00	per dozen.
8	dozen 000, first quality, white Okataca paint brushes	12 00	per dozen.
3	varnish brushes, per sample at yard	10	each.
10	dozen sash tools, Nos. 5, 6, 7, 8, 9, as required	3 00	per dozen.
8	dozen fitch tools, per sample at yard	2 00	per dozen.
6	dozen paint dusters, first quality	4 00	per dozen.
10	pounds mop yarn	60	per pound.
800	feet oars, in lengths as required	08	per foot.
5	barrels Wilmington tar	10 00	per barrel.
10	barrels pitch	20 00	per barrel.
2,000	pounds oakum	10	per pound.
12	barrels bright varnish	25 00	per barrel.
5	pounds linen twine, 3-thread	10	per pound.
1½	dozen scrubbing brushes	4 00	per dozen.
1	barrel best refined resin, not less than 300 pounds	10 00	per barrel.
300	pounds beef tallow	13	per pound.
132	yards red bunting	30	per yard.
120	yards white bunting	30	per yard.
52	yards blue bunting	30	per yard.
26	yards enamelled cloth	1 00	per yard.
10	fathoms bonnet line	50	per fathom.
5	pounds flax twine	10	per pound.
3	pounds cotton twine	10	per pound.
2	pounds black thread	1 00	per pound.
4	pounds white thread	1 00	per pound.
1	dozen hemp lines	1 00	per dozen.
2½	bolts cotton canvas, No. 10	50 00	per bolt.
1	bolt flax canvas, No. 8	15 00	per bolt.
15	yards white muslin	40	per yard.
50	yards black cambric	40	per yard.
35	lineal yards of matting for halls, 1½ yards wide, per sample at yard	1 40	per yard.

Samples at yard. To be delivered as required.

JOHN H. BAILEY. DATE OF CONTRACT, SEPTEMBER 1, 1863.

Class No. 17, hardware.

10,000	pounds sheet lead, 3 to 6 pounds, as required	$0 12½	per pound.
2,000	pounds sheet copper, sizes as required	45	per pound.
500	pounds sheet zinc, sizes as required	14	per pound.
5	pounds bismuth	50	per pound.
300	pounds sheet brass, sizes as required	50	per pound.
2,000	pounds lead pipe, sizes as required	13	per pound.
6,000	pounds ingot copper	33	per pound.
500	pounds slab zinc	10	per pound.
1,000	pounds banca tin	50	per pound.
100	feet iron steam-pipe, ¼ inch diameter	08	per foot.
100	feet iron steam-pipe, ½ inch diameter	10	per foot.
100	feet iron steam-pipe, ¾ inch diameter	13	per foot.
1,000	feet iron steam-pipe, 1 inch diameter	17	per foot.
300	feet iron steam-pipe, 1¼ inch diameter	26	per foot.
300	feet iron steam-pipe, 1½ inch diameter	32	per foot.
300	feet iron steam-pipe, 2 inches diameter	50	per foot.

15	boxes best quality roofing tin, XX. 14 by 20 inches	$18 00	per box.
40,000	Nos black lead crucibles, Nos. as required	10	per No.
1,500	pounds cotton wiping waste	28	per pound.
400	pounds refined b rax	32	per pound.
50	pounds prus iate potash	30	per pound.
9	reams Sibley's emery cloth, assorted Nos. as required	35 00	per ream.
50	pounds pulverized quartz	06	per pound.
25	pounds pumice-stone, lump	06	per pound.
25	pounds pumice stone, pulverized	10	per pound.
25	pounds sal soda	06	per pound.
25	pounds sal ammoniac	20	per pound.
100	pounds antimony	20	per pound.
50	pounds potash	10	per pound.
2	barrels molasses	12 00	per b rrel.
3	barrels soft soap	5 00	per barrel.
300	pounds muriatic acid	06	per pound.
800	pounds sulphuric acid	03	per pound.
6	pairs hand bellows	50	per pair.
21	dozen cast steel railroad shovels	12 00	per dozen.
5	dozen round-pointed shovels	10 00	per d zen.
10	dozen cast steel hoes	6 00	per dozen.
12	narrow axes	1 50	each.
6	hand axes, with handles, per sample at yard	2 00	each.
1	br adaxe, per sample at yard	2 50	each.
1	bench axe, per sample at yard	2 50	each.
1	adze, per sample at yard	2 50	each.
6	hatchets, per sample at yard	1 00	each.
1	shingling hatchet, per sample at yard	75	each.
4	dozen monkey wrenches, 12 inches	15 00	per dozen.
3	dozen monkey wrenches, 16 inches	18 00	per dozen.
50	cast steel squares, per sample at yard	1 00	each.
24	gross iron screws, sizes as required	1 00	per gross.
12,000	iron tacks, sizes as required	10	per M.
35	pounds cut iron brads, sizes as required	10	per pound.
12	firmer chisels, sizes as required	50	each.
2	nail hammers, per sample at yard	1 00	each.
1	tenon saw, per sample at yard	1 00	each.
1	brace, including set of bits, per sample at yard	6 00	each.
2	screwdrivers, per sample at yard	50	each.
1	pair pincers, per sample at yard	50	each.
1	compass saw, per sample at yard	50	each.
1	spokeshave, per sample at yard	50	each.
12	nail gimlets, best, as required	08	each.
1	pair compasses, per sample at yard	25	each.
3	mortising chisels, per sample at yard	75	each.
2	dozen pitchforks, per sample at yard	8 00	per dozen.
2	dozen hand hay rakes, per sample at yard	4 00	per dozen.
4	cast iron bench vices, parallel jaws of steel, 6 inches, per sample at yard	10 00	each.
6	mortise locks, per sample at yard	1 00	each.
2	pairs No. 2 tinners' shears	8 00	per pair.
3	pairs No. 6 hand snips, circular blades	3 50	per pair.
1	square stake, large size, for tinsmith	5 00	each.
2	coppersmiths' stakes, with full set of heads	10 00	each.
1	gutter m chine, per sample at yard	6 00	each.
1	funnel stake, per sample at yard	15 00	each.
4	Douglass iron pumps, No. 2	4 00	each.
½	dozen jig saws, 26 inches long, ⅜ inch wide	9 00	per dozen.
½	dozen jig saws, 26 inches long, ½ inch wide	10 00	per dozen.
½	dozen jig saws, 26 inches long, ¾ inch wide	11 00	per dozen.
½	dozen jig saws, 26 inches long, 1 inch wide	12 00	per dozen.
4	jig saws, 24 inches long, 1 inch wide, 5 teeth to the inch	1 00	each.
6	jig saws, 18 inches long, ¾ inch wide, 6 teeth to the inch	50	each.

6	jig saws, 18 inches long, $\frac{5}{8}$ inch wide, 8 teeth to the inch	$0 50	each.
12	jig saws, 18 inches long, $\frac{1}{2}$ inch wide, 8 teeth to the inch	75	each.
8	jig saws, 16 inches long, $\frac{3}{8}$ inch wide, 8 teeth to the inch	50	each.
8	jig saws, 16 inches long, $\frac{1}{4}$ inch wide, 10 teeth to the inch	50	each.
6	grindstones, 4 feet diameter, 6 inches thick, best quality, coarse grit	20 00	each.
1	grindstone, 4 feet diameter, 4 inches thick	14 00	each.
1	grindstone, $3\frac{1}{2}$ feet diameter, 4 inches thick	10 00	each.
26	grindstones, $3\frac{1}{2}$ feet diameter, $4\frac{1}{2}$ inches thick	10 00	each.
50	brass sash fastenings, per sample at yard	20	each.
1	$\frac{7}{8}$ inch hollow plane, double iron, per sample at yard	1 00	each.
1	$\frac{5}{8}$-inch hollow plane, double iron, per sample	1 00	each.
1	2-inch round plane, double iron, with handle	1 00	each.
18	Porter's tuyeres	5 00	each.
1	smoothing plane, per pattern	1 00	each.
1	set (8 pieces) turning gouges, for wood	5 00	per set.
1	set (8 pieces) turning chisels, for wood	5 00	per set.
12	turning chisels, $\frac{1}{2}$ inch to 1 inch, assorted	50	each.
1	set of bits (5 pieces) from $\frac{1}{2}$ inch to 1 inch, for boring machine, gouge lip, with worm	2 00	per set.
3	turning gouges, 1 inch wide	75	each.
3	turning gouges, $\frac{3}{4}$ inch wide	75	each.
3	turning gouges, $\frac{5}{8}$ inch wide	75	each.
20	pounds wicking yarn	80	per pound.
9	dozen water buckets	6 00	per dozen.
6	ship scrapers	50	each.
15	barrels pipe clay	3 00	per barrel.
6	iron wardrobe locks, $3\frac{1}{2}$-inch, per sample	25	each.
6	drawer locks, 3-inch, per sample	25	each.
3	pairs, 4 by 4 inches, iron butt hinges	25	per pair.
6	pairs, 3 by 3 inches, iron butt hinges	12	per pair.
8	pairs, 2 inches, iron butt hinges	06	per pair.
5	reams sand paper, assorted Nos	4 00	per ream.
180	pounds glue	20	per pound.
2	dozen chalk lines	1 00	per dozen.
10	papers glaziers' points	15	per paper.
12	gross bas-wood file handles	6 00	per gross.
1	four bushel basket	2 00	each.
100	pairs window pulleys, per sample	10	per pair.
6	framing augers, $1\frac{1}{2}$ inch	60	each.
3	framing augers, 1-inch	40	each.
3	framing augers, 2-inch	80	each.
13	anvils, 300 pounds each, (3,900 lbs,) Peter Wright's	18	per pound.
12	anvils, 350 pounds each, (4,200 lbs.,) Peter Wright's	18	per pound.
4,000	feet blasting fuse	5 00	per M feet.
15	dozen brick lines	2 00	per dozen.
4	dozen rubber valves, for Sibley's steam-pump	4 00	per dozen.
3	dozen Scotch glass water-gauge tubes, $\frac{9}{16}$ inch diameter, 13 inches long	8 00	per dozen.
4	spirit levels, 6 feet long, best quality	3 00	each.
1	dozen tubes, for spirit levels	1 00	per dozen.
3	pairs blacksmiths' bellows, 4 feet wide	20 00	per pair.
3	dozen moulders' riddling sieves, brass, assorted Nos., 18 inches diameter	21 00	per dozen.
200	square feet hair felting	08	per square foot.
25	sets fire linings, for McGee, Stanley & Rubey's stoves, No 3, as required	1 00	per set.
12	sets fire linings for Stuart's cook stove, No. $4\frac{1}{2}$	1 00	per set.
50	square feet soapstone for linings, as required	1 00	per square foot.
6	grates for Chilson's ranges, No. 3	2 00	each.
5	pairs flat plyers, 5 to 7 inches long	1 00	per pair.

3	pairs round plyers, 7 inches long	$1 00	per pair.
3	pairs cutting plyers, 12 inches long	1 25	per pair.
25	boiler tubes, best American lap welded iron, weighing not less than 3½ pounds per lineal foot, 3 inches diameter outside, 15½ feet long	7 50	each.
60	boiler tubes, best American lap welded iron, weighing not less than 3 pounds per lineal foot, 2½ inches diameter inside, 10½ feet long	5 00	each.
25	boiler tubes, best American lap welded iron, 2 inches diameter inside, 6 feet 8 inches long	2 50	each.
25	pounds copper tacks, assorted, as required	60	per pound.
50	pounds copper nails, assorted sizes, as required	60	per pound.
8	handsaws, per sample	1 50	each.
2	mill saws, per sample	10 00	each.
4	circular saws, from 12 to 26 inches diameter	6 00	each.
3	dozen Stubb's hack-saw blades, 14 inches long	8 00	per dozen.
3	dozen Stubb's hack-saws, blades 12 inches long	6 00	per dozen.
1	dozen wood saws, with frames	15 00	per dozen.
20	cross-cut saws, 4½ feet long	4 50	each.
12	cross-cut saws, 5 feet long	5 00	each.
6	cross cut saws, 6 feet long	5 84	each.
7	pounds beeswax	50	per pound.
3	pairs belt punches, 9 inches long	75	per pair.
3	pairs Hale's belt-hook pliers	1 00	per pair.
80	pounds curled hair	50	per pound.
2	dozen lantern globes, per sample	10 00	per dozen.
8	riveting sets, 4 sizes, as required	2 50	per set.
3	scythes, with snaths and rifles	1 75	each.
10	pounds pulverized black lead	09	per pound.
50	drawer locks, wards differing, with keys	25	each.
76	bench vices, solid nuts, 80 pounds each, (6,080 lbs.)	20	per pound.
3	bench vices, solid nuts, 300 pounds each, (900 lbs.)	20	per pound.
6	hand vices, 5 inches long, per sample at yard	1 00	each.
24	bench anvils, steel face, 20 to 30 pound each	2 00	each.
5	vices, solid nuts, 250 pounds each, (1,250 pounds)	18	per pound.
5	vices, solid nuts, 350 pounds each, (1,750 pounds)	18	per pound.

For samples apply at the yard. To be delivered as required.

HALL L. DAVIS. DATE OF CONTRACT, JULY 28, 1863.

Class No. 18, stationery.

1	7-quire bill-book for commandant, per pattern	$3 50	each.
4	2-quire blank books for constructor, per pattern	1 00	each.
1	6-quire time-book for constructor, per pattern	12 00	each.
1	6-quire journal for constructor, per pattern	4 50	each.
1	4-quire account book for constructor, per pattern	2 00	each.
9	dozen quartermaster's time-books, per pattern	6 00	per dozen.
500	blank morning reports for constructor, per pattern.	1 50	per 100.
200	blank monthly reports for constructor, per pattern	5 00	per 100.
2	reams monthly reports for civil engineer, per pattern,	8 00	per ream.
2	quires fine bills, per pattern	50	per quire.
1	requisition book for paymaster, per pattern	4 00	each
2	dozen blank books, per pattern	9 00	per dozen.
½	ream blanks, money requisitions for paymaster, per pattern	6 00	per ream.
2	3 quire blank books for master, per pattern	4 00	each.
1	log slate for master, per sample	75	each.
6	6-quire requisition books for yard, per pattern	4 00	each.
3	6-quire requisition books for storekeeper, per pattern	4 00	each.
6	5-quire account books for storekeeper, per pattern	6 50	each.
6	3-quire account books for storekeeper, per pattern	5 00	each.
1	ream invoice receipts for storekeeper, per pattern	7 00	per ream.
1	ream invoice expenditures for storekeeper, per pattern,	7 00	per ream.
1	ream vouchers for storekeeper, per pattern	7 00	per ream.

½	ream statement of transfers for storekeeper, per pattern	$7 00	per ream.
1	ream requisitions for storekeeper, per pattern	7 00	per ream.
1	ream orders for storekeeper, per pattern	7 00	per ream.
1	ream bills of lading for storekeeper, per pattern	5 00	per ream.
1	ream certificates of inspection for storekeeper, per pattern	7 00	per ream.
1½	ream pay-roll sheets for clerk of yard, per pattern	28 00	per ream.
1½	ream pay-roll sheets, Y. and D., for clerk of yard, per pattern	28 00	per ream.
3	6-quire blank books for machinist, per pattern	3 00	each.
8	quires blanks for pay-roll, machinist, per pattern	1 50	per quire.
1	log book, per pattern	20 00	each.
1	4-quire blank book for check officer, per pattern	2 00	each.
350	check reports for check officer, per pattern	02	each.
2	3-quire blank books for inspector, per pattern	1 50	each.
24	almanacs, common, 1864	01	each.
104	quarterman's muster-books, per pattern	50	each.
11	master workman's time-books, per pattern	2 00	each.
1	5-quire account book for joiner, per pattern	4 00	each.
15	quarterman's time-books, per pattern	50	each.
70	yards tracing cloth, best American	50	per yard.
30	yards German log paper, for drawing, 4½ feet wide	30	per yard.
24	sheets tracing paper	12	per sheet.
8	dozen drawing pins	25	per dozen.
1	tape line, 50 feet, enamelled case	1 00	each.
1	tape line, 100 feet, enamelled case	2 00	each.
6	cakes Newman's colors, blue and carmine	60	per cake.
12	dozen carpenter's pencils	50	per dozen.
9	reams regulation paper, per sample	6 50	per ream.
32½	reams cap paper, per sample	5 00	per ream.
19	reams letter paper, per sample	3 00	per ream.
10½	reams commercial note paper, per sample	2 00	per ream.
8	gallons Maynard & Noyes's black ink, in quart bottles	1 00	per gallon.
6	quarts best quality carmine ink, in small bottles, with ground glass stoppers	62	per quart.
33	gross steel pens, kinds as required	1 00	per gross.
35½	dozen lead pencils, Faber's, as required	38	per dozen.
15	dozen octagon drawing pencils, Faber's, assorted numbers, as required	68	per dozen.
8	dozen pen-holders, per sample	25	per dozen.
7	dozen pieces rubber, common and mixed	25	per dozen.
11	dozen pieces silk taste	13	per dozen.
12½	dozen pieces red tape	25	per dozen.
100	goose quills	50	per 100.
4	dozen ink-erasive rubber	12	per dozen.
26	bottles mucilage	25	per bottle.
5	sand boxes, per sample	10	each.
18	best quality Congress knives	1 50	each.
2	pairs paper shears, per sample	1 25	each.
2	pairs small scissors, per sample	25	each.
½	pound pulverized dextrine	50	per pound.
3,500	document envelopes, per sample	50	per 100.
2,000	letter envelopes, per sample	20	per 100.
4	gross slate pencils	30	per gross.
40	papers sand	02	per paper.
138	sheets blotting board, per sample	04	each.
24	sheets blotting paper, per sample	01	each.
2	reams envelope paper	4 00	per ream.
5	dozen sticks sealing-wax	50	per dozen.
8	inkstands, per sample	75	each.
100	3-quire memorandum books, per sample	12	each.
10	sheets Whatman's drawing paper, double elephant	25	per sheet.

35 sheets Whatman's drawing paper, imperial, double thickness	$0 30	per sheet.

To be furnished as required. Samples and patterns at yard.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 19, firewood.

180 cords hemlock wood, dry	$5 00	per cord.
10 cords hard wood, dry	7 50	per cord.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 20, hay and straw.

280 tons (2,240 pounds) hay, loose, for oxen	$21 99	per ton.

To be delivered as required.

CHAS. G. PICKERING. DATE OF CONTRACT, JULY 27, 1863.

Class No. 21, provender.

84,000 pounds cornmeal	$0 01$\frac{87}{100}$	per pound.

To be delivered as required.

JOHN M. DAVIS. DATE OF CONTRACT, JULY 28, 1863.

Class No. 22, charcoal.

12,000 bushels hard-wood charcoal	$0 18	per bushel.

To be delivered as required.

H. W. BURR. DATE OF CONTRACT, AUGUST 8, 1863.

Class No. 23, belting, packing, and hose.

300 feet oak-tanned leather belting, sewed, 24-inch	$2 50	per foot.
400 feet oak-tanned leather belting, sewed, 12-inch	1 00	per foot.
800 feet oak tanned leather belting, sewed, 8 inch	70	per foot.
600 feet oak-tanned leather belting, sewed, 6-inch	45	per foot.
600 feet oak-tanned leather belting, sewed, 5-inch	35	per foot.
600 feet oak tanned leather belting, sewed, 4-inch	30	per foot.
600 feet oak-tanned leather belting, sewed, 3½-inch	25	per foot.
600 feet oak-tanned leather belting, sewed, 3 inch	22	per foot.
800 feet oak-tanned leather belting, sewed, 2½ inch	20	per foot.
400 feet oak-tanned leather belting, sewed, 2¼-inch	18	per foot.
800 feet oak-tanned leather belting, sewed, 2-inch	15	per foot.
300 feet oak-tanned leather belting, sewed, 1½-inch	10	per foot.
4 sides best oak-tanned pump leather	7 00	per side.
4 sides best oak tanned sole leather	7 00	per side.
4 sides rawhide	5 00	per side.
100 pounds rubber packing, assorted, as required	80	per pound.
50 sides Calcutta lace leather, per sample	1 62½	per side.
1,000 feet four ply rubber hose, 2¼ inches diameter inside, without couplings	95	per foot.
300 feet four-ply rubber hose, 1½ inch diameter inside, without couplings	65	per foot.

Deliveries to be made as required. Samples to be furnished at yard.

C. B. DE LA VERGNE. DATE OF CONTRACT, JULY 24, 1863.

Class No. 24, sperm and lubricating oils.

1,200 gallons winter-strained sperm oil	$1 33	per gallon.
800 gallons refined metallic lubricating oil	1 20	per gallon.

20 gallons whale oil	$0	80	per gallon.
10 gallons fish oil		50	per gallon.
62 gallons neat's-foot oil		70	per gallon.

To be delivered as required.

IRA HAZELTINE. DATE OF CONTRACT, JULY 28, 1863.

Class No. 25, iron castings.

250,000 pounds iron castings, per pattern	$0	05¼	per pound.

To be delivered as required. Patterns to be furnished at yard.

GEO. L. TREADWELL. DATE OF CONTRACT, JULY 28, 1863.

Class No. 26, augers.

100 dozen ship augers, $\frac{7}{16}$ to 1 inch, sizes as required	$7	00	per dozen.
25 dozen ship augers, $1\frac{1}{16}$ to $1\frac{1}{2}$ inch, sizes as required	1	00	per dozen.
20 dozen ship augers, $\frac{5}{8}$ to $1\frac{1}{4}$ inch, sizes as required, with screws	1	00	per dozen.
15 dozen ship augers, 1 to $\frac{3}{8}$ inch, sizes as required, treenail augers	1	00	per dozen.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class No. 27, anthracite coal.

1,000 tons (2,240 pounds) white ash anthracite coal, steamboat size, for engines	$9	75	per ton.
100 tons (2,240 pounds) white ash anthracite coal, for stoves and grates, egg size	9	50	per ton.

All the above coal is to be of the best quality of its kind, to be delivered as required, and to be completed on or before the 12th of November, 1863. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 29, bituminous and Cumberland coal.

500 tons Cumberland coal, for smiths' use	$11	50	per ton.
5 tons Cannel coal	16	00	per ton.

The Cumberland coal to be delivered as required, and completed on or before the 1st of March, 1864. The Cannel coal to be delivered as required. The contractor to deliver the coal into carts provided by the government, to be paid for at the weights of the navy yard scales.

JOHN H. BAILEY. DATE OF CONTRACT, SEPTEMBER 1, 1863.

Class A, paint mill.

1 Banker & Carpenter's patent power paint mill, capacity 300 pounds per hour	$375	00	each.

To be delivered in August, 1863.

ANETAS BLOOD. DATE OF CONTRACT, JULY 28, 1863.

Class B, steam boiler.

1 tubular boiler, 21 feet long, 52 inches diameter, of the best American charcoal iron, $\frac{3}{8}$ of an inch thick, 66 tubes 3 inches diameter outside, 4 pounds to the foot, American lapwelded, 15 feet long. Fire-box 72 inches long, 52

inches wide, 7 feet high; fire-box to be lined with the best Lowmoor iron, $\frac{3}{8}$ of an inch thick, and tested at red heat, and free from blisters: all stay bolts and stay rods to be of the best Lowmoor iron. Dome 2 feet by 2 feet, cap fitted with ground joint, fastened with 21 wrought-iron studs, and secured with composition nuts, as per plan at yard. Composition safety valve, 4 inches diameter, fitted with lever and weights, per plan. Tube sheets to be extra hammered, $\frac{5}{8}$ of an inch thick. Hoop around the door and bottom of fire-box to be of wrought iron, 3 inches square. Grate bars not to be furnished. All parts of the boiler must conform strictly to the drawings which will be furnished. The boiler to be tested at the expense of the contractor, and to be delivered at the yard, in good order, on or before the 15th of November, 1853. To weigh 15,500 pounds complete-- $0 $16\frac{87}{100}$ per pound.

Aggregate, $2,567.

BIDS INFORMAL. NO CONTRACT AWARDED.

Class C, Bishop's derrick.

This derrick is to be upon the plan known as "Bishop's patent boom derrick," and is to be constructed of wrought iron, with eight legs of eight inches in diameter, or larger if the contractor deems necessary to secure the successful operation of the derrick, and of sufficient thickness to insure the strength necessary to perform the work required; the legs are to be strongly and securely braced and tied with iron. The distance from the wharf to the under side of the boom, when in place, is to be one hundred and twenty-five feet; the boom is to extend sixty feet on each side of the centre mast, and the whole machine in all its parts is to be capable of raising and swinging over the water a weight of 180,000 pounds, suspended at the centre of the arm, or 30 feet from the centre of the derrick. Also a weight of 60 tons suspended 50 feet from the centre of the derrick. The boom is to have a suitable travelling carriage, furnished with proper sheaves to receive the fall, and the machine is to be furnished with sufficient steam power and all the necessary machinery and fixtures, including the purchase blocks, perfect and complete, except the falls, which will be furnished by the government.

All the materials are to be of the best quality, and the work is to be done in the most thorough and workmanlike manner; and the machine is to be fully and satisfactorily tested before being received by the government.

The government will loan the contractor such plank and boards for scaffolding, and blocks and falls, as may be necessary in erecting the derrick, and will furnish the fall to test it, which will be done under the direction of and at the risk of the contractor.

The test will be to raise a weight of 180,000 pounds to the height of 30 feet above the wharf, swing the same around over the water and back; the weight to be suspended at a point on the boom 30 feet from the centre of the derrick. Then to raise a weight of 60 gross tons to the same height, suspended 50 feet from the centre of the derrick, swing the same around over the water and back. The contractor is to furnish plans in detail, fixing the dimensions of all the various parts, and will guarantee the successful operation of the machine in performing the test as above described.

Offers will be received for a derrick as above described provided with steam power, and also for the same machine properly arranged for working by horse power, leaving it discretionary with the bureau to decide which shall be constructed.

The foundation will be prepared by the government up to the under side of the cast-iron bed-plate, after plans furnished by the contractor. The cast-iron bed-plate, and everything except the stone foundation and fall, will be furnished and put up in place by the contractor.

Bidders will state the time in which they will engage to complete the derrick ready for trial.

CLEMENT & CREESY. DATE OF CONTRACT, JULY 28, 1863.

Class D, boat builders' and carpenters' shop.

For constructing a building, including all materials, 150 feet in length, by 55 feet in width, 2 stories high, of stone and brick, to be located on the northerly side of the navy yard at Portsmouth, New Hampshire. The site

to be that lately occupied by the porter's house. All excavations for foundations to be made by the contractor, and the materials to be of the best quality, and the work in strict accordance with plans and specifications, which may be examined at the yard, and to be annexed to the contract. The foundations to be laid on or before the first day of November, 1863, and the building finished July 1, 1864. Complete..... $24,404 00

MOSES & WILSON. DATE OF CONTRACT, JULY 28, 1863.

Class E, paint shop.

For constructing a building for a paint shop, in the navy yard at Portsmouth, New Hampshire, near the bridge leading to Seavey's island, including all material, 60 feet in length, by 30 feet 8 inches in width. The walls to be of brick, 2 stories in height. To be constructed in strict accordance with the plans and specifications; the stock to be of good quality, and acceptable to the commandant of the yard. The plans and specifications, to be annexed to the contract, may be examined on application to the authorities of the yard, and any information obtained relative thereto Foundations to be laid on or before the 15th of November, 1863, and the building to be finished before the 1st of July, 1864. Complete..... $6,500 00

CLEMENT & CREESY. DATE OF CONTRACT, JULY 28, 1863.

Class F, porter's house.

For constructing a building, in the navy yard at Portsmouth, New Hampshire, including all excavations and materials, according to plans and specifications, to be annexed to the contract. The building to be of brick, 44 feet 3 inches long, by 24 feet wide, and 2 stories high. The kitchen and wash-room, connected with the main house, 30 feet by 16 feet 3 inches, of 1 story. The work may be commenced on the execution of the contract, but must be completed on or before the 1st day of December, 1863. The plans, specifications, and site may be examined on application to the authorities of the yard, and any information obtained relative thereto. Complete..... $3,469 00

Schedule of materials required for the ordnance timber shed at the navy yard, Portsmouth, New Hampshire, for the year ending June 30, 1864.

JOHN MATHES. DATE OF CONTRACT, JULY 28, 1863.

Class G, bricks.

200,000 hard-burnt merchantable bricks, one half to be delivered in May, and one half in June, 1864..... $6 93 per M.

EZRA EAMES. DATE OF CONTRACT, JULY 28, 1863.

Class H, stone.

2,000 cubic feet split granite, 18 inches rise, 2 feet in width, and in lengths from 4 to 10 feet, to be delivered as required..... $0 20 per cubic foot.

32 posts, 17 feet long, 18 by 20 inches square, 13 feet in length, to be hammered, ends to be square, and the tank-shed in Portsmouth navy yard the sample of hammering..... 50 00 each.

32 blocks, 3 feet square, one foot rise, one side to be rough-hammered..... 5 00 each.

12 caps, 11 feet 4 inches long..... 22 67 each.

8 caps, 11 feet 3 inches long	$22	67 each.
4 caps, 12 feet long	24	00 each.
6 caps, 14 feet long	30	00 each.
These caps to be 15 inches deep and 16 inches face, hammered with a wash, as per plans furnished at the navy yard.		
4 door posts, 11 feet long, 14 by 16 inches, two sides hammered, ends square	23	85 each.
44 quoins, 2 feet long, 1 foot head, 12 inch rise, hammered,	3	30 each.
650 superficial feet ashlar, hammered, as per plan as furnished	1	25 per foot.

All the above stone to be free from sap and stain, and for quality of stock and hammering the tank-shed shall be the sample.

The deliveries of posts to commence on the 1st of May, 1864, and the balance of contract to be delivered as required.

BARKER, ADAMS & CO. DATE OF CONTRACT, JULY 28, 1863.

Class I, white pine and spruce timber and lumber.

White pine timber.

13 sticks, 10 by 12, 54 feet long;
26 sticks, 10 by 12, 31 feet long;
28 sticks, 8 by 12, 21 feet 6 inches long;
13 sticks, 8 by 12, 20 feet 6 inches long;
40 sticks, 8 by 8, 11 feet long;
8 sticks, 8 by 8, 12 feet 6 inches long;
8 sticks, 8 by 8, 16 feet long;
10 sticks, 7 by 9, 11 feet long;
2 sticks, 7 by 9, 12 feet 6 inches long;
1 stick, 7 by 9, 9 feet 2 inches long;

149 sticks = 26,347 feet, board measure ..... $23 00 per M.

White pine lumber.

8,000 feet, board measure, white pine plank, No. 2, 2-inch	37	00 per M.
1,000 feet, board measure, white pine plank, No. 2, 1½-inch	37	00 per M.
12,000 feet, board measure, white pine boards, No. 3, 1-inch	17	00 per M.

Spruce timber.

300 lineal feet, 6 by 8, no stick less than 20 feet;
40 sticks, 6 by 8, 11 feet long;
8 sticks, 6 by 8, 12 feet 6 inches long;
2 sticks, 6 by 8, 8 feet 6 inches long;
4 sticks, 6 by 8, 10 feet long;
10 sticks, 3 by 10, 11 feet long;
1 stick, 3 by 10, 16 feet long;
2 sticks, 3 by 10, 12 feet 6 inches long;
260 sticks, 4 by 7, 11 feet long;
26 sticks, 4 by 7, 9 feet 2 inches long;
42 sticks, 4 by 7, 12 feet 6 inches long;
230 sticks, 3 by 6, 11 feet long;
46 sticks, 3 by 6, 12 feet 6 inches long;
23 sticks, 3 by 6, 10 feet long;
200 sticks, 3 by 6, 35 feet long;

909 sticks = 27,919 feet, board measure ..... 16 00 per M.

Spruce lumber.

18,000 feet, board measure, spruce plank, 2-inch	16	00 per M.
18,000 feet, board measure, spruce boards, 1-inch	16	00 per M.

To be delivered as required.

GEORGE W. TUCKER. DATE OF CONTRACT, JULY 28, 1863.

Class J, lime and cement.

200 casks best Rockland lime, in barrels, well hooped	$0 89	per cask.
150 barrels hydraulic cement, fresh ground, put up in barrels, well papered	1 58	per barrel.

To be delivered as required.

EZRA EAMES. DATE OF CONTRACT, JULY 28, 1863.

Class K, sand.

4,000 bushels sharp, clean, and coarse-grained sand, equal to Plum island	$0 4½	per bushel.

To be delivered as required.

BARKER, ADAMS & CO. DATE OF CONTRACT, JULY 28, 1863.

Class L, slate.

36 tons slate, 20 inches long, four to the inch, of uniform dark color	$31 00	per ton.

The slate must in color and quality conform to the sample furnished at the yard. To be delivered in May, 1864.

JOHN R. ELVANS. DATE OF CONTRACT, JULY 30, 1863.

Class M, iron, nails, and hardware.

12,000 pounds round, flat, and square iron, as required	$0 05	per pound.
2,000 pounds cut iron nails, as required	01	per pound.
300 pounds wrought pressed nails, as required	01	per pound.
100 pounds 8d. finishing nails, as required	01	per pound.
350 pounds composition slating nails, per sample at yard	08½	per pound.
4 store door locks, per sample at yard	25	each.
80 pairs iron window pulleys, 2½ inch	10	per pair.
30 pounds cotton sash cord	1 50	per pound.
30 gross iron screws, as required	33⅓	per gross.
12 pairs iron butt hinges, 4 by 4 inch	01¼	per pair.
2,000 pounds 4-pound sheet lead	13	per pound.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, JULY 25, 1863.

Class N, paints, oils, and glass.

1,500 pounds dry white lead	$0 09	per pound.
20 pounds litharge	10	per pound.
20 pounds red lead	10	per pound.
5 pounds lampblack	10	per pound.
500 pounds whiting	00$\frac{62}{100}$	per pound.
100 gallons linseed oil	1 24	per gallon.
400 lights, 11 × 16, double thick glass	22	per light.
200 lights, 10 × 15, double thick glass	18	per light.

To be delivered as required.

PHINEAS DRAKE. DATE OF CONTRACT, JULY 28, 1863.

Class O, iron castings.

2,500 pounds iron castings, per patterns furnished at the yard	$0 3⅝	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Boston, Massachusetts, for the year ending June 30, 1864.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class 1, bricks.

350,000 hard-burnt bricks	$6 80	per M.
100,000 fire bricks, equal to sample at yard, straight, curve and arch; patterns to be furnished	40 50	per M.
4,000 pale bricks	6 00	per M.

To be delivered within 90 days from date of contract.

JOHN F. GILMAN. DATE OF CONTRACT, JULY 30, 1863.

Class No. 2, stone.

2,500 tons split granite foundation stone, not less than 1 foot 6 inches rise, 2 feet 6 inches wide, 5 feet long	$2 00	per ton.
500 tons split granite foundation stone, not less than 1 foot 6 inches rise, 3 feet wide, 8 feet long	2 50	per ton.
2,000 tons split granite paving blocks	2 25	per ton.
538 4/12 lineal feet base, as per drawing	2 38	per foot.
2 sets large door sills, jambs, and arches, as per drawing	366 03	per set.
2 sets small door sills, jambs, and arches, as per drawing	288 57	per set.
4 sets large door posts, sills, and lintels, as per drawing	98 60	per set.
3 sets small door posts, sills, and lintels, as per drawing	59 10	per set.
16 door jamb fenders, as per drawing	20 00	each.

To be delivered within 60 days from date of contract.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 3, yellow pine timber, (northern hard pine,) sawed.

16 pieces, each 12 by 16 inches square, 36 feet long	$23 00	each.
12 pieces, each 16 by 16 inches square, 36 feet long	30 50	each.
6 pieces, each 12 by 16 inches square, 25 feet 6 inches long	14 00	each.
28 pieces, each 11 by 15 inches square, 24 feet 6 inches long	11 50	each.
6 pieces, each 11 by 15 inches square, 25 feet long	12 00	each.
16 pieces, each 11 by 16 inches square, 24 feet long	12 25	each.
4 pieces, each 6 by 12 inches square, 16 feet long	3 25	each.
34 pieces, each 12 by 14 inches square, 8 feet long	3 75	each.
34 pieces, each 10 by 10 inches square, 11 feet 6 inches long	3 25	each.
4 pieces, each 6 by 12 inches square, 31 feet 6 inches long	6 50	each.
4 pieces, each 6 by 12 inches square, 35 feet long	7 25	each.
4 pieces, each 8 by 10 inches square, 12 feet long	2 75	each.
74 pieces, each 6 by 6 inches square, 7 feet long	73	each.
8 pieces, each 10 by 12 inches square, 21 feet 6 inches long	7 50	each.

All the above lumber and timber to be delivered within 60 days from date of contract.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 5, oak and hard wood.

300 oak piles 15 inches diameter, 50 feet long	$20 00	each.
100 birch poles, per sample	25	each.
½ cord hickory butts, 6 to 12 feet long, 8 to 12 inches diameter	20 00	per cord.
½ cord apple-tree butts, 5 to 12 feet long, 6 to 12 inches diameter	10 00	per cord.
500 feet, board measure, black walnut boards	07	per foot.
200 feet, board measure, 1-inch mahogany, San Domingo	14	per foot.
500 feet, board measure, 1½ to 3 inch mahogany, San Domingo	14	per foot

500	feet, board measure, 1½ to 2½ inch clear eastern ash plank	$0 04	per foot.

All the above to be delivered within 90 days from date of contract.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class 6, white pine, spruce, juniper, and cypress.

White pine, (sawed.)

3,000	lineal feet stringers, 15 inches square	$0 60	per lineal foot.
170,000	feet, board measure, wharf covering, 10 inches thick, in lengths 18 and 27 feet	20 00	per M.
500	lineal feet, 4 by 6 inches square	20	per lineal foot.
200	lineal feet, 2 by 10 inches square	10	per lineal foot.
350	lineal feet, 4 by 10 inches square	30	per lineal foot.
4	pieces, each 8 by 8 inches square, 25 feet 6 inches long	2 00	per piece.
4	pieces, each 8 by 8 inches square, 22 feet long	2 00	per piece.
6,000	feet, board measure, No. 2 boards	28 00	per M.
36,000	feet, board measure, No. 3 boards	18 00	per M.
3,000	feet, board measure, extra No. 1 eastern boards	39 00	per M.
10,000	feet, board measure, No. 1 boards	39 00	per M.
10,000	feet, board measure, Nos. 3 and 4 boards	16 00	per M.
3,000	feet, board measure, No. 2 2-inch plank	30 00	per M.
3,000	feet, board measure, extra No. 1, eastern plank, 1½ to 3 inch	40 00	per M.
12,000	feet, board measure, No. 3 plank, 2 to 4 inches	20 00	per M.

Spruce, (sawed.)

300	piles, 1 foot diameter, 25 feet long	2 50	each.
300	piles, 1 foot diameter, 33 feet long	3 00	each.
300	piles, 1 foot diameter, 42 feet long	4 50	each.
78	pieces, each 8 by 8 inches square, 12 feet 4 inches long	50	each.
8	pieces, each 8 by 8 inches square, 18 feet long	50	each.
4	pieces, each 8 by 8 inches square, 15 feet long	50	each.
12	pieces, each 8 by 8 inches square, 11 feet long	85	each.
12	pieces, each 8 by 10 inches square, 26 feet long	2 00	each.
4	pieces, each 8 by 12 inches square, 17 feet long	2 00	each.
2	pieces, each 8 by 12 inches square, 24 feet long	2 00	each.
200	pieces, each 2 by 7 inches square, 12 feet 6 inches long	15	each.
450	pieces, each 3 by 7 inches square, 18 feet long	30	each.
16	pieces, each 8 by 10 inches square, 11 feet 6 inches long	50	each.
2	pieces, each 4 by 12 inches square, 25 feet long	1 00	each.
140	pieces, each 3 by 7 inches square, 25 feet long	50	each.
200	lineal feet, 6 by 10 inches	15	per lineal foot.
2,000	feet, board measure, joist, 3 by 4 inches	15 00	per M feet.
2,000	feet, board measure, joist, 4 by 4 inches	15 00	per M feet.

To be delivered within 60 days from date of contract.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class No. 7, lime, hair, and plaster.

500	casks first quality stone lime	$0 90	per cask.
20	bushels long hair	25	per bushel.
50	tons pipe clay	4 00	per ton.
5	tons kaolin	5 00	per ton.
1	barrel calcined plaster	2 00	per barrel.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class No. 8, cement.

350 casks hydraulic cement	$1 50	per cask.

To be delivered as required.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 9, gravel and sand.

1,200 tons paving gravel	$0 70	per ton.
800 tons building sand	85	per ton.
100 tons Mallory's moulding sand, No. 1	3 00	per ton.
300 tons Mallory's moulding sand, No. 3	3 00	per ton.
100 tons beach sand	90	per ton.
100 tons fire sand	90	per ton.

To be delivered as required.

MATHIAS ELLIS. DATE OF CONTRACT, JULY 27, 1863.

Class No. 11, iron, iron spikes and nails.

35,000 pounds American iron, round and square, sizes as required, from $\frac{1}{4}$ inch to 6 inches	$0 03$\frac{85}{100}$	per pound.
8,000 pounds American iron, flat, sizes as required, from 1 inch to 6 inches side, from $\frac{1}{8}$ to $2\frac{1}{2}$ inches thick	03$\frac{85}{100}$	per pound.
30,000 pounds boiler plate iron, sizes as required, flange $\frac{3}{16}$ to $\frac{3}{8}$ inch	07$\frac{55}{100}$	per pound.
1,200 pounds Russia sheet iron, sizes as required	18	per pound.
3,000 pounds English sheet iron, sizes as required	06	per pound.
1,000 pounds English sheet iron, R. G., sizes as required	07$\frac{1}{2}$	per pound.
100 pounds iron wire, annealed, sizes as required	08	per pound.
300 pounds iron finishing nails	05	per pound.
10,000 pounds angle iron, sizes as required	05	per pound.
600 pounds best Norway thimble iron	08	per pound.
1,000 pounds best Norway horse nail rods	08	per pound.
3,400 pounds iron cut nails, 3*d.* to 40*d.*	05	per pound.
1,000 pounds iron cut nails, 40*d.* to 80*d.*	04	per pound.
2,000 pounds Lowmoor iron, assorted	09	per pound.
500 pounds iron spikes, 5 inches, 6 inches, 7 inches	05	per pound.
25 pounds clout nails	15	per pound.
200 pounds bulwark nails, $3\frac{1}{2}$ inches	10	per pound.
1 proof chain for cranes, 380 feet long, links $5\frac{1}{2}$ inches long, $4\frac{1}{2}$ inches wide, $1\frac{1}{4}$-inch wire	1 47	per foot.
1 proof chain for cranes, 228 feet long, links 4 inches long, 3 inches wide, $\frac{7}{8}$-inch wire	55	per foot.
3,490 pounds rivets, boiler, assorted, $1\frac{1}{2}$ inch by $\frac{5}{8}$ inch and over	06$\frac{1}{2}$	per pound.
500 pounds rivets, boiler, assorted, $1\frac{1}{2}$ inch by $\frac{1}{2}$ inch and under	06$\frac{1}{2}$	per pound.

To be delivered as required.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 12, steel.

2,000 pounds best cast steel, flat, sizes as required	$0 19	per pound.
8,000 pounds best cast steel, square, sizes as required	19	per pound.
4,500 pounds best cast steel, round, sizes as required	19	per pound.
500 pounds best cast steel, sizes as required	19	per pound.
500 pounds best German steel, sizes as required	19	per pound.
4,000 pounds best octagon steel, $\frac{1}{2}$ to 1 inch	19	per pound.
400 pounds best English blister steel	19	per pound.
400 pounds best spring cast steel	19	per pound.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class No. 13, pig iron.

150 tons, 2,240 pounds, American pig iron, anthracite, No. 1	$35 00	per ton.
50 tons, 2,240 pounds, American pig iron, anthracite, No. 2	35 00	per ton.
5 tons, 2,240 pounds, American pig iron, charcoal, No. 1	35 00	per ton.

To be delivered as required.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class No. 14, files.

11 dozen 12-inch half-round second-cut files	$5 00	per dozen.
10 dozen 10-inch half-round second-cut files	3 63	per dozen.
10 dozen 8-inch half-round second-cut files	2 63	per dozen.
2 dozen 6-inch half-round second-cut files	1 75	per dozen.
3 dozen 4-inch half-round second-cut files	1 29	per dozen.
37 dozen 3-inch taper saw files	94	per dozen.
10 dozen 3½-inch taper saw files	90	per dozen
22 dozen 4-inch taper saw files	94	per dozen.
14 dozen 4½-inch taper saw files	1 00	per dozen.
62 dozen 5-inch taper saw files	1 19	per dozen.
30 dozen 6-inch taper saw files	1 60	per dozen.
4 dozen 7-inch taper saw files	2 13	per dozen.
15 dozen 8-inch taper saw files	2 60	per dozen.
3 dozen 9-inch taper saw files	3 00	per dozen.
2 dozen 10-inch taper saw files	4 00	per dozen.
3 dozen 3-inch Stubbs's saw files	1 00	per dozen.
3 dozen 4-inch Stubbs's saw files	1 00	per dozen.
5½ dozen 12-inch cabinet files	6 00	per dozen.
5 dozen 14-inch cabinet files	8 00	per dozen.
3 dozen 14-inch cast steel mill-saw files	5 75	per dozen.
26 dozen 12-inch cast steel mill-saw files	4 00	per dozen.
13 dozen 10-inch cast steel mill-saw files	2 94	per dozen.
6 dozen 8-inch cast steel mill-saw files	2 00	per dozen.
1 dozen 6-inch cast steel mill-saw files	1 38	per dozen.
1 dozen 4-inch cast steel mill-saw files	1 00	per dozen.
23 dozen 9-inch cast steel mill-saw files	2 40	per dozen.
11 dozen 14-inch cast steel rat-tail files	6 00	per dozen.
10 dozen 12-inch cast steel rat-tail files	4 50	per dozen.
½ dozen 10-inch cast steel rat-tail files	3 00	per dozen.
½ dozen 8-inch cast steel rat-tail files	2 00	per dozen.
10 dozen 14-inch cabinet rasps	8 50	per dozen.
5½ dozen 12-inch cabinet rasps	6 13	per dozen.
6 dozen 16-inch horse rasps	12 00	per dozen.
3 dozen 14-inch horse rasps	8 00	per dozen.
3 dozen 12-inch horse rasps	5 50	per dozen.
¼ dozen 14-inch horse rasps, half round	6 00	per dozen.
½ dozen horseshoe rasps	4 00	per dozen.
2 dozen 12-inch wood rasps	5 00	per dozen.
1 dozen 10-inch wood rasps	3 00	per dozen.
1 dozen 12-inch wood rasps, half round	5 00	per dozen.
¼ dozen 14-inch wood rasps, half round	10 00	per dozen.
1 dozen 12-inch wood rasps, flat	4 00	per dozen.
3 dozen 16-inch cast steel flat bastard files	8 00	per dozen.
53 dozen 14-inch cast steel flat bastard files	6 00	per dozen.
150 dozen 12-inch cast steel flat bastard files	4 50	per dozen.
50 dozen 10-inch cast steel flat bastard files	2 50	per dozen.
10 dozen 8-inch cast steel flat bastard files	1 50	per dozen.
3 dozen 6-inch cast steel flat bastard files	1 20	per dozen.
10 dozen 4-inch cast steel flat bastard files	80	per dozen.
6 dozen 14-inch cast steel flat bastard files, second-cut	7 00	per dozen.
25 dozen 12-inch cast steel flat bastard files second-cut	5 00	per dozen.
10 dozen 10-inch cast steel flat bastard files, second-cut	3 50	per dozen.
6 dozen 8 inch cast steel flat bastard files, second-cut	2 33	per dozen.

3 dozen 6-inch cast steel flat bastard files, second-cut	$1 54	per dozen.
3 dozen 4-inch cast steel flat bastard files, second cut	1 19	per dozen.
1 dozen 14-inch cast steel flat smooth files	7 50	per dozen.
2 dozen 12-inch cast steel flat smooth files	5 00	per dozen.
1 dozen 10-inch cast steel flat smooth files	3 50	per dozen.
1 dozen 8-inch cast steel flat smooth files	2 50	per dozen.
1 dozen 12-inch cast steel flat dead smooth files	10 00	per dozen.
5 dozen 12-inch cast steel flat hand bastard files	4 88	per dozen.
5 dozen 10-inch cast steel flat hand bastard files	3 44	per dozen.
3 dozen 8-inch cast steel flat hand bastard files	2 40	per dozen.
3 dozen 6-inch cast steel flat hand bastard files	1 50	per dozen.
1 dozen 10-inch cast steel flat hand second-cut files	4 15	per dozen.
8 dozen 8-inch cast steel flat hand second-cut files	2 80	per dozen.
1 dozen 6-inch cast steel flat hand second-cut files	1 80	per dozen.
12 dozen 12-inch cast steel flat hand smooth files	6 50	per dozen.
2 dozen 10-inch cast steel flat hand smooth files	4 38	per dozen.
1 dozen 12-inch cast steel flat bastard equalling files	6 50	per dozen.
1 dozen 8-inch cast steel flat bastard equalling files	3 10	per dozen.
7 dozen 5-inch handsaw files	1 00	per dozen.
1 dozen 10-inch cast steel flat second-cut files	5 00	per dozen.
1 dozen 6-inch cast steel flat second-cut files	1 25	per dozen.
1 dozen 14-inch float files	7 00	per dozen.
1 dozen 10-inch float files	3 00	per dozen.
1 dozen 16-inch cast steel square bastard files	8 60	per dozen.
5 dozen 14-inch cast steel square bastard files	5 75	per dozen.
15 dozen 12-inch cast steel square bastard files	4 13	per dozen.
10 dozen 10-inch cast steel square bastard files	2 94	per dozen.
6 dozen 8-inch cast steel square bastard files	2 00	per dozen.
3 dozen 6-inch cast steel square bastard files	1 38	per dozen.
3 dozen 4-inch cast steel square bastard files	1 00	per dozen.
1 dozen 16-inch cast steel round bastard files	9 50	per dozen.
8 dozen 14-inch cast steel round bastard files	6 50	per dozen.
10 dozen 12-inch cast steel round bastard files	4 63	per dozen.
5 dozen 10-inch cast steel round bastard files	3 13	per dozen.
3 dozen 8-inch cast steel round bastard files	2 00	per dozen.
1 dozen 6-inch cast steel round bastard files	1 40	per dozen.
1 dozen 4-inch cast steel round bastard files	1 00	per dozen.
1 dozen 12-inch cast steel round second-cut files	5 50	per dozen.
3 dozen 10-inch cast steel round second-cut files	3 60	per dozen.
5 dozen 8-inch cast steel round second-cut files	2 63	per dozen.
30 dozen 14-inch cast steel half-round bastard files	6 00	per dozen.
28 dozen 12-inch cast steel half-round bastard files	5 00	per dozen.
15 dozen 10 inch cast steel half-round bastard files	3 13	per dozen.
10 dozen 8-inch cast steel half-round bastard files	2 00	per dozen.
3 dozen 6-inch cast steel half-round bastard files	1 40	per dozen.
1 dozen 4-inch cast steel half-round bastard files	1 00	per dozen.
3 dozen 7-inch crosscut files	2 00	per dozen.
1 dozen 14-inch three-square files	5 00	per dozen.
4 dozen 5-inch three square files	1 19	per dozen.
1 dozen 5-inch cast steel ward bastard files	5 00	per dozen.
1 dozen 3-inch cast steel ward bastard files	5 00	per dozen.
1 dozen 5-inch cast steel ward smooth files	8 00	per dozen.
1 dozen 3-inch cast steel ward smooth files	5 00	per dozen.

All the above files to be equal to the best English. To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, JULY 27, 1863.

Class No. 15, paints, oils, and glass.

5,100 pounds pure dry white lead	$0 08½	per pound.
650 pounds white zinc paint, in oil	08	per pound.
500 pounds dry red lead	10	per pound.
100 pounds litharge	10	per pound.
20 pounds Paris green	25	per pound.
60 pounds chrome green	06	per pound.

250 pounds white gum shellac	$0 80	per pound.
20 pounds terra de sienna	04	per pound.
75 pounds lampblack	10	per pound.
10 pounds ivory black	10	per pound.
100 pounds sal ammoniac	08	per pound.
500 pounds French yellow	02	per pound.
1,350 pounds whiting	00½	per pound.
10 pounds chrome yellow	20	per pound.
10 pounds Prussian blue	70	per pound.
10 pounds rose pink	15	per pound.
10 pounds ultramarine blue	50	per pound.
20 pounds Indian red	20	per pound.
15 pounds Chinese vermillion	1 50	per pound.
10 pounds asphaltum	10	per pound.
600 pounds yellow ochre	02	per pound.
20 pounds manganese	05	per pound.
100 pounds New Zealand copal gum	36	per pound.
10 pounds ground pumice-stone	03	per pound.
100 pounds Venetian red	02	per pound.
180 gallons spirits turpentine	2 75	per gallon.
20 gallons white demar varnish	4 00	per gallon.
30 gallons coach varnish	3 00	per gallon.
460 gallons English linseed oil	1 20	per gallon.
160 gallons alcohol	80	per gallon.
2,000 superficial feet first quality double thick German glass, sizes as required	12	per foot.
500 superficial feet first quality single thick German glass, sizes as required	09	per foot.

To be delivered as required.

SMITH, BROTHERS & CO. DATE OF CONTRACT, JULY 30, 1863.

Class No. 16, ship chandlery.

350 pounds soda ash	$0 05¼	per pound.
100 pounds antimony, metallic	0 16½	per pound.
25 carboys acid, sulphuric, 900 pounds	0 03	per pound.
8 carboys acid, muriatic, 300 pounds	0 03¾	per pound.
3 dozen brushes, flat paint	7 50	per dozen.
4 dozen brushes, varnish	3 75	per dozen.
30 dozen brushes, paint, assorted	12 00	per dozen.
26 dozen brushes, painters' dusting	4 50	per dozen.
1 dozen brushes, bench	2 00	per dozen.
10 dozen brushes, blind	4 50	per dozen.
21 dozen brushes, sash tool	1 00	per dozen.
4 dozen brushes, best whitewash	30 00	per dozen.
6 dozen brushes, hand whitewash	15 00	per dozen.
4 dozen brushes, common whitewash	3 50	per dozen.
½ dozen brushes, flue	5 00	per dozen.
½ dozen brushes, hand feather dusting	10 00	per dozen.
13 dozen brushes, hand dusting	2 75	per dozen.
5 dozen brushes, stiff, for foundry use	4 00	per dozen.
3 dozen brushes, hand	2 50	per dozen.
12 dozen brushes, hand, for dusting spinning machine,	4 00	per dozen.
24 dozen brushes, fitch tool	1 75	per dozen.
3 gross brushes, camel's hair	17	per dozen.
1 dozen brushes, camel's hair, flat, 2 to 4 inches	5 50	per dozen.
1 dozen brushes, horse	3 00	per dozen.
5 dozen brushes, glue, best quality	1 75	per dozen.
1 dozen brushes, scrubbing	2 25	per dozen.
7 dozen brushes, stove	2 50	per dozen.
1 dozen baskets, one bushel	6 50	per dozen.
4½ dozen baskets, two bushel	10 50	per dozen.
12 dozen barrows, coal	42 00	per dozen.
50 pounds beeswax	50	per pound.

475 pounds borax, best refined	$0 26	per pound.
240 bundles birch brush	11	per bundle.
12 pairs bellows, hand	2 25	each.
3 pairs bellows, smiths'	17 25	each.
800 pounds brimstone	04	per pound
57 dozen brooms, corn	2 75	per dozen.
6 dozen brooms, hickory	1 90	per dozen.
6 dozen brooms, corn, hand	1 62	per dozen.
6 pairs bows	1 25	per pair.
2,600 pounds cotton waste	30	per pound.
50 pounds chalk, white	02	per pound
2 pounds chalk, red	03	per pound.
24 cattle cards	12	each.
12 currycombs	30	each.
50 barrels sea coal facings	2 25	per barrel.
10 barrels Lehigh coal facings	2 50	per barrel.
5 barrels charcoal facings	2 50	per barrel.
100 barrels Lee's distillers	1 25	per barrel.
6 barrels flour, sour	6 50	per barrel.
1 set figures and letters, $\frac{1}{4}$-inch	10 50	per set.
50 feet file card for cleaning files	08	per foot.
1 grindstone, 32 inches diameter, 6 inches thick	7 25	each.
2 grindstones, to be selected	13 00	each.
6 grindstones, 4 feet diameter, 6 inches thick	16 80	each.
30 pounds glass, ground	29	per pound.
400 pounds glue	20	per pound.
100 pounds glue, for bobbins	20	per pound.
75 pounds glue, coopers' best white	25	per pound.
50 pounds glue, China	22	per pound.
15 pounds glue, fish	80	per pound.
32 dozen handles, hammer	1 00	per dozen.
6 dozen handles, axe	2 00	per dozen.
20 dozen handles, sledge	2 25	per dozen.
1 side leather, pump, shaved and stuffed	9 00	each.
1 side leather, belt, oak-tanned	9 00	each.
84 sides leather, lace	2 50	each.
15 sides leather, harness	7 50	each.
20 sides leather, sole	5 00	each.
6 skins leather, wash	1 00	each.
431 pounds lead, black, pulverized	05$\frac{1}{2}$	per pound.
2 dozen lines, chalk	04	each.
60 barrels meal, rye, 150 bushels	5 18	per barrel.
1 gross matches	50	per gross.
100 sheets pasteboard	11 00	per 100.
72 sheets parchments	6 50	per dozen
205 pounds prussiate potash	42	per pound.
100 pounds polish stone	08	per pound.
10 pounds pumice-stone, powdered	06$\frac{1}{2}$	per pound.
10 pounds pumice-stone, crude	04	per pound.
300 pounds potash	10	per pound
400 lead pots, .21000 Nos. as required	07$\frac{3}{4}$	per No.
2 barrels resin	33 00	per barrel.
126 pounds rotten-stone	08$\frac{1}{2}$	per pound.
12 oil-stone slips	08	each.
2 oil stones	15	each.
6 scythe stones	06	each.
10 pounds sponge, common	87	per pound.
20 pounds sponge, carriage	1 75	per pound.
12 pounds sponge, fine	3 25	per pound.
700 pounds soap, brown, No. 1, Davis's family, in 1 pound bars	09	per pound.
95 pounds soap, castile	21	per pound.
1 dozen stones, sharpening	04	each.
1 dozen skins, chamois, to be selected	75	each.
2 best oiled tapes, measuring 100 feet each	1 25	each.

4 best oiled tapes, measuring 50 feet each	$0	90	each.
3 tape lines, as required	2	50	each.
1 tape line, 75 feet long	1	00	each.
1 set tools, graining, per sample	2	00	per set.
20 pounds twine, whipping		60	per pound.
5 pounds thread, shoe		90	per pound.
275 pounds tallow		12½	per pound.
12,000 tallies, 4½ inches by 1½ inch	5	00	per M.
5,000 withes, best hickory	18	00	per M.
33 pounds wick yarn		90	per pound.
6 yokes, best quality	5	00	each.
6 sets harness, per sample	42	90	per set.
1 hand paint mill, per sample at yard	18	00	each.

All the above articles to be of the best quality, and to be delivered as required.

SMITH, BROTHERS & CO. DATE OF CONTRACT, JULY 30, 1863.

Class No. 17, hardware.

1 anvil, estimated to weigh 150 pounds	$0	14	per pound.
12 anvils, estimated to average 300 pounds, selected (3,600 pounds)		14	per pound.
53 axes, wood	1	25	each.
3 axes, pick, steel-pointed	1	12	each.
12 axes, half		80	each.
2½ dozen bits, auger centre, assorted sizes	2	50	per dozen.
½ dozen bits, small	1	50	per dozen.
2 dozen bits, pod, coopers', sizes as required	1	75	per dozen.
12 dozen bits, auger, sizes as required	2	75	per dozen.
3 dozen bits, quill, sizes as required	1	25	per dozen.
1 wooden bit stock	2	25	each.
2 gross buckels, sizes as required	3	50	per gross.
1 carpenter's brace	1	75	each.
70,000 brads, iron, assorted		11	per M.
36 crowbars, steel-pointed	1	67	each.
8 dozen chisels, turning	4	50	per dozen.
4½ dozen, chisels socket, ¾, ⅞, ⅛, ⅛, 10/8, 11/8, 12/8, 14/8, 16/8 inch	7	42	per dozen.
1 pair callipers, to span 30 inches	2	12	each.
1,000 pounds copper, ingot, for castings		32½	per pound.
2 dozen clamps, hand	5	50	per dozen.
1 dozen chisels, morticing machine	4	40	per dozen.
2 dozen chisels, glaziers'	2	25	per dozen.
5 pounds crocus		15	per pound.
600 feet chain, (200 feet each, of ⅝, ⅜, ⅝ inch)		36	per foot.
1 diamond, glazier's	4	25	each.
10 pairs dividers, 6 inches to 20 inches long		87	each
6 star dies	13	00	each.
6 ratchet drills	8	00	each.
1 drill stock	3	25	each.
400 pounds emery, assorted		12½	per pound.
10 reams emery cloth, Sibley & Co.'s	20	00	per ream.
3 forks, hay		56	each.
18 forks, manure	1	75	each.
8 dozen gouges, turning, assorted, as required	4	67	per dozen.
¼ dozen gimlets, nail		25	per dozen.
1 steam-gauge, best quality	32	00	each.
54 hammers, claw		75	each.
12 hammers, Mason's cast steel, No. 14	1	10	each.
12 hammers, coopers'	1	08	each.
49 hatchets, carpenters'		58	each.
12 hatchets, lathing		87	each.
1 broad-axe hatchet		96	each.
6½ dozen hoes, cast steel, sizes as required	6	75	per dozen.
6 sets irons, planing machine	9	80	per set
1 dozen irons, plane	5	00	per dozen.

2 dozen irons, spoke shave, sizes as required	$1 33	per dozen.
1 stave jointer for coopers	6 50	each.
2 large jack screws, with hooks, for canting timber	15 75	each.
12 knives for cutting hides	2 67	each.
12 knives, putty	24	each.
12 knives, pallet	32	each.
2 knives, drawing	58	each.
12 knives, sail, as per sample	27	each.
3 knives, shoe, as per sample	09	each.
12 knives, draw, as per sample	67	each.
1 knife, bench, as per sample	56	each.
500 pounds lead, sheet, thickness as required	12½	per pound.
6 locks, iron chest	25	each.
7 levels, spirit, 3 feet long	2 25	each.
24 ladles, plumbers'	62	each.
4 ladles, plumbers' metal	62	each.
5 dozen lanterns, globe	9 00	per dozen.
4 dozen lanterns, hand	6 00	per dozen.
4 dozen lamps, open, hand	4 00	per dozen.
300 needles, seaming	02	each.
6 nippers, glaziers'	25	each.
8 pairs nippers, cutting	44	each
200 pounds nuts, iron, hot pressed, square, ⅜ to 1 inch	14	per pound.
200 pounds nuts, iron, hot-pressed, hexagonal, ⅜ to 1 inch	14	per pound.
1 dozen padlocks, iron	2 50	per dozen.
1 plough	5 50	each.
6 picks	1 21	each.
4,000 pounds lead pipe, sizes as required	11	per pound.
3 pairs pliers, sizes as required	25	each.
6 pairs pliers, round	25	each.
6 pairs pliers, flat	25	each.
2 pairs pincers, Snell's	25	each.
1 dozen planes, for joiners, hollow and round	87	per dozen.
2 planes, grooving	66	each
3 planes, beading, ¼, ⅜, ½ inch, double irons	69	each.
2 planes, smoothing oar	83	each.
1 set planes, bench, double irons	5 25	per set.
6 dozen pencils, carpenters'	56	per dozen.
2 dozen pencils, Flaver's assorted	56	per dozen.
48 papers, points, glaziers', zinc	12½	per paper.
5 belt punches	83	each.
12 rakes, steel	56	each.
18 rakes, hay	29	each.
6 rakes, iron	56	each.
240 riddles, Nos. as required	1 19	each.
100 pounds rivets and burrs, hose	63	per pound.
10 pounds rivets, boiler, assorted	07½	per pound.
10 pounds rivets, zinc, assorted	17	per pound.
1 square stake	3 50	each.
1 pair sheet-iron rollers, tinners'	19 25	each.
2 pairs snips, No. 6, tinners'	3 19	each.
3 shaves coopers', for large work	1 81	each.
3 shaves, coopers', for small work	1 17	each.
3 shaves, bilge, to pattern	1 90	each
218 gross screws, iron, assorted, as required	81	per gross.
3 screws, wood, bench, 1¼ inch	42	each.
30 gross screws, bobbin, sizes as required	57	per gross.
8 saws, crosscut	6 70	each.
1 saw, crosscut, 60 inches	6 30	each.
2 saws for cutting copper and iron, with backs	2 00	each.
7 saws, wood	67	each.
28 saws, hand	1 39	each.
24 saws, circular, 10 to 18 inches diameter	6 30	each.
1 saw, circular, 32 inches diameter	18 50	each.
36 saws, hack	50	each.

73	saws, webb	$0 44	each.
120	squares, steel, large size, 2 feet by 1 foot	80	each.
12	spades, cast steel	87	each.
400	shovels, cast steel	95	each.
144	shovels, cast steel, No. 5	1 36	each.
18	shovels, scoop	94	each.
25	shovels, stove	15	each.
61	shovels, long-handled coal	1 08	each.
6	scythes	70	each.
12	scythe snaths	70	each.
36	sickles	49	each.
6	sieves, brass	1 30	each.
4	pairs shears, tinners'	4 25	each.
3	pairs shears, per sample	5 00	each.
42	reams sand-paper	3 20	per ream.
100	pounds screws, log	13	per pound.
2	Fairbank's platform scales, 2,000 pounds	49 00	each.
1	Fairbank's platform scales, 2,240 pounds	51 00	each.
300	pounds tin, Banca	50	per pound.
25	sheets tin, japanned	46	per sheet.
2	dozen trowels, masons'	8 50	per dozen.
10	boxes tin, assorted as required	17 62	per box.
10,000	tacks, iron, assorted	10	per M.
1	thermometer, large	2 00	each.
3	vices, hand	54	each.
6	vices, bench	7 50	each.
2	vices, patent iron	7 20	each.
14	wrenches, monkey	86	each
2	wrenches, hammer, sizes as required	94	each
4	dozen wrenches, Coe's screw, sizes as required	10 66	per dozen.
500	pounds washers, iron, assorted	12¾	per pound.
50	pounds zinc, pig	09½	per pound.
600	pounds zinc, sheet, as required	12⅜	per pound.

All the above articles to be of the best quality, and to be delivered as required.

ABRAM E. CUTTER. DATE OF CONTRACT, JULY 30, 1863

Class No. 18, stationery.

1	Almanac, American	$1 00	each.
3	Almanacs, Boston	20	each.
3	Almanacs, farmers	04	each.
12	books, copying, for storekeeper, per sample at the yard	2 00	each.
36	books, copying, for commandant ..... do	1 25	each.
2	books, copying, for constructor ..... do	1 00	each.
18	books, requisitions ..... do	5 00	each.
12	books, for entering bills ..... do	1 00	each.
6	books, master mechanics' ..... do	10	each.
4	books, for inspector of timber ..... do	4 00	each.
4	books, large, copy ..... do	10	each.
1	book, large, to pattern, for joiners ..... do	15 00	each.
24	books, 1 quire, account ..... do	50	each.
6	books, 2-quire, account ..... do	1 25	each.
22	books, 3-quire, account ..... do	1 50	each.
1	book, 4-quire, account ..... do	2 75	each.
10	books, 8-quire, account ..... do	3 00	each.
5	books, transfer ..... do	4 00	each.
50	books, index ..... do	15	each.
121	books, time, to pattern ..... do	50	each.
2	dozen books, blank, to pattern ..... do	56	per dozen.
30½	dozen books, small, memorandum ..... do	10	per dozen.
6	dozen books, memorandum, to pattern ..... do	2 00	per dozen.
6	dozen books, constructor's time ..... do	6 00	per dozen.
3	brushes, copying ..... do	10	each.
300	blanks, to pattern ..... do	12	per hundred.

4 reams, bill lading, ship, per sample at the yard	$1 25	per ream.
1 ream bills lading, railroad ..... do	1 00	per ream.
102 yards cloth, tracing, No. 6, 36 inches wide, Dowrie patent	60	per yard.
1 cake carmine	02	per yard.
1 ream certificates, inspector of timber, per sample	4 00	per ream.
1 directory, Boston	2 00	each.
1 directory, Charlestown	50	each.
12 reams bills, to pattern	5 00	per ream.
1 dozen chalk crayons	06	per dozen.
10 dozen elastic bands	15	per dozen.
16,000 envelopes, large, white, per sample at yard	7 50	per M.
1,600 envelopes, large, buff, per sample at yard	1 25	per M.
2,000 envelopes, extra size, white, per sample at yard	1 00	per M.
8,972 envelopes, letter, per sample at yard	4 50	per M.
2,200 envelopes, note, per sample at yard	1 00	per M.
18 erasers	40	each.
11 bottles fluid, Maynard and Noyes's writing, quarts	20	each.
21 bottles fluid, Arnold's writing	75	each.
19 bottles fluid, carmine	25	each.
21 files, foolscap size	1 25	each.
9 files, letter size	25	each.
2 bottles ink, blue, quarts	10	each.
54 bottles ink, copying	25	each.
50 bottles ink, black, writing	17	each.
26 bottles ink, red, writing	02	each.
12 inkstands, per sample	25	each.
1 inkstand rack	10	each.
1 box instruments, mathematical, as per sample	21 25	each.
8 reams, invoices, foolscap, per sample	3 00	per ream.
5 reams invoices, letter, per sample	2 00	per ream.
½ ream manifests, shipping, per sample	2 00	per ream.
4 dozen bottles mucilage	3 00	per dozen.
38 reams paper, foolscap, to pattern	3 50	per ream.
6 reams paper, note, commercial	2 00	per ream.
½ ream paper, blotting	8 00	per ream.
2 reams paper, log	8 00	per ream.
1 quire paper, cartridge	20	per quire.
9 reams paper, envelope or wrapping	1 25	per ream.
20 reams paper, white, letter, ruled and printed to pattern	5 00	per ream.
21 quires paper, oiled, per sample	10	per quire.
30 reams paper, regulation, cap	8 00	per ream.
10 reams paper, common	60	per ream.
1 quire paper, press, 24 by 30 inches	6 00	per quire.
80 sheets paper, double elephant	35	per sheet.
50 sheets paper, single elephant	25	per sheet.
48 sheets paper, antiquarian	95	per sheet.
36 sheets paper, tracing	12	per sheet.
100 sheets paper, imperial drawing	10	per sheet.
12 penknives, best Congress	1 50	each.
12 penknives, desk, best	10	each.
10 paper-folders	04	each.
24 pins, drawing	01	each.
27 pens, drawing	50	each.
212 pencils, slate	40	per hundred.
2 sets punches, eyelet, with eyelets, per sample	1 50	per set.
6 pounce boxes, with pounce	25	each.
66 gross pens, steel, assorted	75	per gross.
1 gross pens, Gillott's	50	per gross.
3 gross pens, amalgam	20	per gross.
27½ dozen pen-holders	20	per dozen.
8 dozen pencils, lead, eagle, No. 2	06	per dozen.
9½ dozen pencils, lead, common	04	per dozen.
104 dozen pencils, lead, Faber's, Nos. 2 and 3	50	per dozen.
6 dozen pencils, lead, mould loft	60	per dozen.
2 dozen pencils, camel hair, as required	12	per dozen.

1,000	quills, assorted	$3 00	per M.
1	box quills, swan's	75	per box.
6	cards mapping pens	75	per card.
4	dozen pieces of rubber, English	1 00	per dozen.
1	register, Massachusetts	06	each.
8	rulers, round, ebony	25	each.
2	rulers, flat, ebony	20	each.
1	ream pay-rolls, to pattern	1 25	per ream.
2	reams pay-roll covers, to pattern	7 00	per ream.
3	reams pay-rolls, monthly, to pattern	32 00	per ream.
1	ream rolls, muster, blue, to pattern	14 00	per ream.
7	reams reports, blank, labor, to pattern	6 50	per ream.
2	reams reports, blank, monthly, to pattern	1 00	per ream.
2	reams reports, master mechanic's, blank, to pattern	12 00	per ream.
7	reams reports, blank, requisition, to pattern	4 00	per ream.
½	dozen sandboxes	1 00	per dozen.
1	dozen papers sand	12	per dozen.
3	water seals	06	each
7	pairs shears, large	1 50	each.
6	pairs shears, small	10	each.
3	porcelain slates	12	each.
2	slates	10	each.
1	scale, Gunter's	12	each.
1	dozen pieces silk taste	2 00	per dozen.
14	dozen pieces red tape	20	per dozen.
5	pounds twine	10	per pound.
4	reams vouchers, plain, per sample at yard	6 00	per ream.
1	ream vouchers, headings, per sample at yard	7 50	per ream.
5	pounds sealing-wax	40	per pound.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 19, firewood.

50	cords pine wood	$4 99	per cord.

To be delivered as required.

MULLETT & BRADBURY. DATE OF CONTRACT, JULY 27, 1863.

Class No. 20, hay and straw.

125	tons (2,000 pounds) best quality timothy hay	$19 75	per ton.
5	tons (2,000 pounds) best quality straw	6 00	per ton.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class No. 21, provender.

350	bushels northern oats	$0 78	per bushel.
1,400	bushels yellow meal	80	per bushel.
200	bushels cracked corn	80	per bushel.
125	bushels fine feed	55	per bushel.
30	bushels potatoes	40	per bushel.
30	bushels carrots	40	per bushel.

To be delivered as required.

CHAFFEE & CUMMINGS. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 22, charcoal.

15,000	bushels charcoal, birch or maple	$0 12	per bushel.

To be delivered as required.

H. D. Stover. Date of contract, August 12, 1863.

Class No. 23, belting, packing, and hose.

50 yards rubber packing, $\frac{1}{16}$ to $\frac{1}{4}$ inch	$5 00	per yard.
100 pounds rubber gaskets	85	per pound.
50 pounds vulcanized gum	1 00	per pound.
1,000 feet rubber leading hose, 6-ply, $2\frac{1}{2}$ inches diameter	1 25	per foot.

Oak-tanned leather belting.

600 feet of single, 12 superficial inches per foot, 1 to 6 inches wide	25	per foot.
800 feet of single, 12 superficial inches per foot, 6 to 14 inches wide	90	per foot.
500 feet of single, 12 superficial inches per foot, 14 to 20 inches wide	1 70	per foot.
600 feet of double, 12 superficial inches per foot, 1 to 6 inches	50	per foot.
500 feet of double, 12 superficial inches per foot, 6 to 14 inches wide	1 60	per foot.

To be delivered as required.

C B. Dela Vergne. Date of contract, August 1, 1863.

Class No. 24, sperm and lubricating oils.

640 gallons winter-strained sperm oil	$1 25	per gallon.
45 gallons neat's-foot oil	1 00	per gallon.

To be delivered as required.

H. D. Stover. Date of contract, August 12, 1863.

Class No. 26, augers.

6 dozen tree-nail augers, (500 eighths)	$0 20	per eighth.
6 dozen Cook's patent dowelling augers, large screw, $3\frac{1}{2}$ inches diameter	50	per dozen.
96 eighths screw augers	20	per eighth.
70 cast steel augers for boring machine, sizes as required	1 20	each.
27 augers, (Cutting's,) sizes as required	1 50	each.
1 dozen single twist ship augers	20 00	per dozen.
2 dozen patent twist ship augers, assorted	10 00	per dozen.
2 dozen framing augers	10 00	per dozen.

To be delivered as required.

Oakman & Eldridge. Date of contract, July 30, 1863.

Class No. 27, anthracite coal.

4,000 tons (2,240 pounds) white ash Lehigh coal, steamboat size	$9 50	per ton.
1,000 tons (2,240 pounds) white ash Lehigh coal, lump size for foundry	10 00	per ton.
200 tons (2,240 pounds) red ash coal, egg size	9 50	per ton.
200 tons (2,240 pounds) white ash coal, egg size	9 50	per ton.

All of the above coal is to be of the best quality of its kind, and to be delivered in monthly quantities as required, and to be completed on or before the 1st day of December, 1863. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of government scales.

Oakman & Eldridge. Date of contract, July 30, 1863.

Naval hospital—Chelsea.

150 tons (2,240 pounds) white ash coal, egg size	$10 00	per ton.

The coal for the hospital is to be delivered at the hospital by the contractor on or before the 1st day of December, 1863.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 29, bituminous Cumberland coal.

1,150 tons (2,240 pounds) Cumberland coal, best quality ..... $12 00 per ton.

To be delivered monthly, as required, and to be completed on or before the 1st day of December, 1863. The contractor is to place it in carts provided by the government; and the quantity delivered is to be paid for at the weights of government scales.

FRANKLIN A. HALL. DATE OF CONTRACT, JULY 27, 1863.

Class No. 30, semi-bituminous Broad Top coal, and Pictou.

600 tons (2,240 pounds) lump Broad Top coal, for smiths' use.. $10 50 per ton.
400 tons (2,240 pounds) Pictou coal, for smiths' use..... 8 00 per ton.

The above coal to be of the best quality, and to be delivered monthly, as required, and completed on or before the 1st day of December, 1863. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of government scales.

NO BID RECEIVED.

Class A, tinning and slating.

43 squares roofing tin, to be of the best quality roofing tin, laid lapped, and soldered in the most thorough manner, and thoroughly painted with three stout coats of lead and oil paint..... per square
170 squares slating, to be laid with the best quality 20-inch imperial slates, secured with wrought-iron slating nails..... per square.

All to be completed within 20 days after notice that the roofs are ready.

HICKS & BADGER. DATE OF CONTRACT, JULY 28, 1863.

Class B, copper gutters.

500 lineal feet copper gutter, of 24-ounce copper, 21 inches in width, formed to pattern, and fitted with wrought-iron front bar, and secured to the roof with wrought-iron bearers, 1 foot 6 inches apart, complete..... $875 00

To be completed within 20 days after notice that the roofs are ready.

NO BID RECEIVED.

Class C, sashes.

74 sets sashes, as per drawing, 16 lights per set, 12 by 14 inches.. per set.
6 sets sashes, as per drawing, 16 lights per set, 11 by 16 inches.. per set.
17 sets sashes, as per drawing, 48 lights per set, 9 by 13 inches.. per set.

The above sashes to be made of thoroughly seasoned, clear, white pine stock, of the forms and dimensions shown by the drawing, and glazed with the best quality, double thickness, cylinder glass, thoroughly bedded, sprigged, and back-puttied.

To be delivered at the navy yard, Boston, by the 1st of August, 1863.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class D, steam hammer.

One steam hammer, anvil blocks, and anvil—to be of the general form known as either the Condee or Nasmyth hammer. The anvil block to weigh one hundred thousand pounds, and the hammer or ram to weigh twenty-five thousand pounds. The stroke of the hammer to be eight feet, and the clear horizontal space between the legs to be at least twelve feet. Description

and diagram to accompany each bid, and the bureau reserves the right to select between the two kinds of hammer. Complete $15,000 00

Bidders will name the time when they will complete the work ready for use.

LOWEST BID EXCEEDED APPROPRIATION. NO CONTRACT AWARDED.

Class E, new joiners' shop at navy yard, Boston.

or furnishing all the materials and performing all the labor in the erection and completion of a building for a joiners' shop, according to drawing and specification to be seen at the constructing engineer's office, navy yard, Boston. Complete.

Bidders will state the time in which they will complete the work.

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hedule of materials for ordnance store at the navy yard, Boston, and the addition to magazine, Chelsea.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class F, bricks.

000,000	hard-burned bricks, to be delivered at the navy yard Boston	$8 12 per M.
140,000	hard-burned bricks, to be delivered at the magazine at Chelsea	8 12 per M.

To be delivered as required.

JOHN F. GILMAN. DATE OF CONTRACT, JULY 30, 1863.

Class G, stone.

046	lineal feet pile cappers, 1 foot 6 inches rise, 5 feet wide	$2 25 per lineal foot.
44	pile cappers, 1 foot 6 inches rise, 5 feet square	20 00 each.
140	tons split granite foundation stone, 5 feet to 8 feet long, 1 foot 6 inches rise, 3 feet wide	3 00 per ton.
44	pedestal stones, 2 feet 6 inches rise, 2 feet square	9 60 each.
700	lineal feet of base	2 38 per lineal foot.
828	lineal feet of belting	1 75 per lineal foot.
728	lineal feet of frieze	2 40 per lineal foot.
742	lineal feet of cornice	6 00 per lineal foot.
40	corner quoins, 4 feet 6 inches long, 1 foot 8¼ inches rise, 1 foot thick	8 83 each.
40	corner quoins, 3 feet 6 inches long, 1 foot 8¼ inches rise, 1 foot thick	5 98 each.
44	corner quoins, 2 feet 9 inches long, 1 foot 8¼ inches rise, 2 feet 9 inches thick	11 39 each.
8	corner quoins, 4 feet long, 1 foot 8¼ inches rise, 1 foot thick.	6 80 each.
8	corner quoins, 3 feet long, 1 foot 8¼ inches rise, 1 foot thick.	5 00 each.
8	corner quoins, 2 feet 6 inches long, 1 foot 8¼ inches rise, 2 feet 6 inches thick	10 69 each.
8	archway quoins, 3 feet 10 inches long, 1 foot 8¼ inches rise, 2 feet 5½ inches thick	19 27 each.
8	archway quoins, 2 feet 3 inches long, 1 foot 8¼ inches rise, 2 feet 4 inches thick	12 92 each.
4	archway quoins, 3 feet 10 inches long, 2 feet 6 inches rise, 2 feet 5½ inches thick	25 00 each.
6	archway quoins, 3 feet 1½ inch long, 2 feet 5 inches rise, 2 feet 5½ inches thick	22 25 each.
8	archway quoins, 3 feet 5 inches long, 2 feet 3 inches rise, 2 feet 4 inches thick	21 08 each.

16	door quoins, 3 feet 3 inches long, 1 foot 8¼ inches rise, 2 feet 5½ inches thick	$19 17 each.
24	door quoins, 1 foot 9 inches long, 1 foot 8¼ inches rise, 2 feet 4 inches thick	11 10 each
8	door quoins, 3 feet 3 inches long, 1 foot 8¼ inches rise, 2 feet 5½ inches thick	19 07 each.
4	door quoins, 3 feet 2 inches long, 2 feet 8 inches rise, 2 feet 5½ inches thick	24 57 each.
8	door quoins, 4 feet 3 inches long, 1 foot 9 inches rise, 2 feet 4 inches thick	20 23 each.
12	door quoins, 3 feet 10 inches long, 1 foot 8¼ inches rise, 2 feet 5½ inches thick	17 36 each.
18	door quoins, 2 feet 3 inches long, 1 foot 8¼ inches rise, 2 feet 4 inches thick	12 92 each.
6	door quoins, 3 feet 10 inches long, 2 feet 9 inches rise, 2 feet 5½ inches thick	27 00 each.
9	door quoins, 3 feet 2 inches long, 2 feet 2 inches rise, 2 feet 5½ inches thick	23 61 each.
12	door quoins, 2 feet 6 inches long, 2 feet 3 inches rise, 2 feet 4 inches thick	16 78 each.
2	door posts, 8 feet long, 1 foot 4 inches wide, 1 foot thick	19 70 each.
6	door posts, 8 feet 5 inches long, 1 foot wide, 1 foot 8 inches thick	23 60 each.
1	door lintel, 12 feet 8 inches long, 1 foot 6 inches wide, 1 foot thick	35 47 each.
2	door lintels, 8 feet long, 1 foot 4 inches wide, 1 foot 8 inches thick	29 00 each.
1	door lintel, 10 feet long, 1 foot 4 inches wide, 1 foot 8 inches thick	36 24 each.
16	door-jamb fenders, 3 feet 6 inches long, 1 foot 3 inches square	20 00 each.
23	cellar window curbes, 5 feet long, 3 feet 6 inches rise, 2 feet 8 inches thick	49 60 each.
2	door sills, 8 feet long, 1 foot 6 inches rise, 2 feet 11 inches thick	36 00 each.
2	door sills, 13 feet long, 1 foot 6 inches rise, 2 feet 11 inches thick	53 50 each.
2	door sills, 6 feet 4 inches long, 2 feet rise, 3 feet 3 inches thick	36 25 each.
1	door sill, 11 feet 4 inches long, 2 feet rise, 3 feet 3 inches thick	64 85 each.
2	door sills, 5 feet 4 inches long, 1 foot 6 inches rise, 2 feet 6 inches thick	20 83 each.
1	door sill, 7 feet 4 inches long, 1 foot 6 inches rise, 2 feet 6 inches thick	28 83 each.
2	door sills, 11 feet 4 inches long, 2 feet rise, 2 feet thick	46 60 each.
2	door steps, 9 feet long, 8 inches rise, 1 foot wide	13 00 each.
2	door steps, 11 feet long, 1 foot rise, 2 feet wide	27 00 each.
2	door steps, 14 feet long, 8 inches rise, 1 foot wide	21 00 each.
2	door steps, 16 feet long, 1 foot rise, 2 feet wide	40 00 each.
135	window sills, 4 feet 4 inches long, 5½ inches rise, 1 foot wide	5 38 each.
23	window sills, 5 feet long, 1 foot rise, 1 foot 3 inches thick	10 15 each.
20	window sills, 5 feet long, 2 feet 3 inches rise, 1 foot 3 inches thick	17 85 each.
4	window sills, 3 feet 2 inches long, 4½ inches rise, 1 foot 2 inches wide	5 60 each.
1	window sill, 6 feet 4 inches long, 4½ inches rise, 1 foot 2 inches wide	10 00 each.
1	window sill, 2 feet 4 inches long, 4½ inches rise, 1 foot 2 inches wide	4 00 each.
23	window sills, 4 feet long, 4 inches rise, 10 inches wide	4 00 each.
43	window sub-lintels, 5 feet 4 inches long, 9 inches rise, 1 foot 8 inches wide	11 60 each.
128	window sub-lintels, 5 feet 4 inches long, 9 inches rise, 1 foot 4 inches wide	11 50 each.

7	window sub-lintels, 5 feet 4 inches long, 9 inches rise, 1 foot wide	$10 00 each.
23	window sub-sills, 4 feet 10 inches long, 11 inches rise, 1 foot 5 inches wide	10 37 each.
50	lineal feet of wall capping, 8 inches rise, 1 foot 6 inches wide	2 50 per lineal foot.

North river flagging stones.

20	window sub-sills, 4 feet 10 inches long, 4 inches rise, 1 foot 5 inches wide	3 40 each.
128	window sub-sills, 4 feet 10 inches long, 4 inches rise, 1 foot 1 inch wide	2 63 each.
7	window sub-sills, 4 feet 10 inches long, 4 inches rise, 10 inches wide	2 50 each.

All the above stone to be cut as shown by the drawings, the hammering to be equal to e work on the packing house and cooperage.

To be delivered at such point within the navy yard, Boston, as shall be designated. The livery is to commence 30 days after the date of contract, and the whole is to be deliv- d previous to the 1st of December, 1863.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class H, oak and hard-wood timber, and lumber.

44	pieces of oak, 13 feet long, 10 inches square	$6 50 per piece.
44	pieces of oak, 11 feet long, 10 inches square	5 50 per piece.
44	pieces of oak, 13 feet 6 inches long, 10 inches square	6 50 per piece.

The above to be sound, seasoned, clear sawed timber; to be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 11, 1863.

Class I, white pine, spruce, and northern hard pine timber and lumber.

72	pieces of northern hard pine, each 20 feet long, 14 inches by 16 inches square	$14 50 per piece.
12	pieces of northern hard pine, each 17 feet long, 14 inches by 16 inches square	12 25 per piece.
48	pieces of northern hard pine, each 33 feet long, 12 inches by 16 inches square	20 50 per piece.
24	pieces of northern hard pine, each 35 feet long, 12 inches by 16 inches square	21 75 per piece.
2	pieces of northern hard pine, each 30 feet long, 16 inches by 16 inches square	24 75 per piece.
2	pieces of northern hard pine, each 35 feet long, 12 inches by 16 inches square	21 75 per piece.
36	pieces of northern hard pine, each 17 feet 6 inches long, 12 inches by 12 inches square	8 00 per piece.
20	pieces of northern hard pine, each 29 feet long, 10 inches by 16 inches square	15 00 per piece.
27	pieces of northern hard pine, each 29 feet long, 10 inches by 12 inches square	8 25 per piece.
48	pieces of northern hard pine, each 34 feet 6 inches long, 11 inches by 15 inches square	18 40 per piece.
8	pieces of northern hard pine, each 27 feet long, 6 inches by 12 inches square	6 25 per piece.
8	pieces of northern hard pine, each 30 feet long, 8 inches by 10 inches square	7 75 per piece.
4	pieces of northern hard pine, each 16 feet long, 8 inches by 12 inches square	4 75 per piece.
4	pieces of northern hard pine, each 11 feet long, 8 inches by 10 inches square	2 75 per piece.
2,000	feet, board measure, No. 2, two-inch northern hard pine plank	25 00 per M feet.

The above timber to be sound, square-edged, sawed stock.

White pine.

18 pieces, each 25 feet long, 12 inches by 16 inches square.	$13 99	per piece.
10,000 feet, board measure, 10-inch by 12-inch timber	35 00	per M feet.
178,000 feet, board measure, No. 3, white pine board	30 00	per M feet.
25,000 feet, board measure, No. 2, 2 and 3 inch white pine plank	45 00	per M feet.

The above timber to be sound, square-edged, sawed stock.

Spruce.

92 pieces, each 14 feet long, 10 inches by 10 inches square.	2 10	per piece.
92 pieces, each 11 feet long, 10 inches by 10 inches square.	1 65	per piece.
36 pieces, each 10 feet 6 inches long, 10 inches by 10 inches square	1 56	per piece.
2 pieces, each 20 feet long, 10 inches by 10 inches square.	2 98	per piece.
8 pieces, each 15 feet long, 10 inches by 10 inches square.	2 25	per piece.
8 pieces, each 19 feet long, 6 inches by 10 inches square.	1 71	per piece.
8 pieces, each 16 feet long, 6 inches by 10 inches square.	1 44	per piece.
192 pieces, each 10 feet long, 8 inches by 8 inches square	95	per piece.
8 pieces, each 11 feet 6 inches long, 8 inches by 8 inches.	1 09	per piece.
8 pieces, each 21 feet long, 8 inches by 8 inches square	2 00	per piece.
96 pieces, each 10 feet long, 8 inches by 8 inches square	95	per piece.
8 pieces, each 31 feet long, 8 inches by 8 inches square	2 97	per piece.
540 pieces, each 25 feet long, 3 inches by 7 inches square	77	per piece.
270 pieces, each 16 feet 6 inches long, 3 inches by 7 inches square	52	per piece.
21 pieces, each 20 feet long, 3 inches by 12 inches square	1 08	per piece.
22 pieces, each 14 feet long, 6 inches by 16 inches square	2 00	per piece.
180 pieces, each 28 feet 6 inches long, 4 inches by 16 inches square	2 73	per piece.
1,346 pieces, each 29 feet long, 4 inches by 16 inches square	2 77	per piece.
800 pieces, each 20 feet long, 3 inches by 8 inches square	72	per piece.
282 pieces, each 19 feet long, 3 inches by 12 inches square	1 02	per piece.
200 pieces, each 20 feet long, 3 inches by 7 inches square	63	per piece.
1,000 piles, each 30 feet long, 12 inches in diameter	1 95	each.

The above timber to be sound, square-edged, sawed stock.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class J, lime and plaster.

1,800 casks best quality stone lime	$0 90	per cask.
To be delivered at the navy yard, Boston.		
100 casks best quality stone lime	1 00	per cask.
To be delivered at the magazine at Chelsea.		

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class K, cement.

300 casks best quality hydraulic cement	$1 50	per cask.
To be delivered at the navy yard, Boston.		
100 casks best quality hydraulic cement	1 50	per cask.
To be delivered at the magazine at Chelsea.		

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class L, gravel and sand.

1,650 tons building sand	$0 75	per ton.
To be delivered at the navy yard, Boston.		
150 tons building sand	75	per ton.
To be delivered at the magazine at Chelsea.		

To be delivered as required.

SMITH BRO'S & CO. DATE OF CONTRACT, JULY 30, 1863.

Class M, iron, iron spikes, nails.

0,000 pounds American round and flat iron	$0 04¼	per pound.
1,500 pounds American round ⅜-inch iron	04¼	per pound.
7,300 pounds 10*d.* nails	05	per pound.
400 pounds 30*d.* nails	05	per pound.
3,000 pounds 5-inch spikes	05	per pound.

To be delivered at the navy yard, Boston.

64 iron girders, estimated to weigh 60,000 pounds. The web of girder 1 foot 6 inches by ⅜ inch; the lower flanges of angle iron 3 by 3 inches; the upper flanges of angle iron 2 by 2 inches. The girders are to be 19 feet long, and fitted for two lines of stay rods in the upper flanges... 10½ per pound.

To be delivered at the magazine at Chelsea.

To be delivered as required.

NO BID RECEIVED.

Class N, slating and tinning.

20 squares of slating, laid with the best quality 20-inch imperial slates, put on with wrought-iron nails, with zinc flashings and leaded hips..... per square

00 squares of roof tinning, laid, lapped, soldered, and painted with three coats of lead and oil..... per square.

To be furnished and laid at the navy yard, Boston, as soon as the roofs are ready to eceive.

HICKS & BADGER. DATE OF CONTRACT, JULY 28, 1863.

Class O, coppering.

80 lineal feet of 24-ounce copper gutter, 21 inches in width, formed to pattern, and fitted with wrought-iron front bar, and secured to the roof with wrought-iron bearers 1 foot 6 inches apart..... $1,540 00 complete.

To be furnished and set at the navy-yard, Boston, as soon as the roof is ready to receive.

62 squares of 16-ounce coppering, laid, lapped, and soldered in the most thorough manner..... 48 00 per square.

To be furnished and laid at the magazine, at Chelsea, as soon as the roof is ready to receive.

BANKER & CARPENTER. DATE OF CONTRACT, JULY 27, 1863.

Class P, paints and oils.

,000 pounds pure dry white lead	$0 09	per pound.
100 gallons linseed oil	1 24½	per gallon.

To be delivered at the navy yard, Boston, as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 30, 1863.

Class Q, pig iron.

8 tons (2,240 lbs.) American pig iron, anthracite No. 1..... $35 00 per ton.

To be delivered at the navy yard, Boston, as required.

NO BID RECEIVED.

Class R, sashes.

6 sets sashes, as per drawing, 32 lights, 10½ by 14, per set	complete.
4 sets sashes, as per drawing, 24 lights, 10½ by 14⅔, per set	complete.
4 sets sashes, as per drawing, 24 lights, 10½ by 12, per set	complete.
3 sets sashes, as per drawing, 16 lights, 10½ by 12, per set	complete.
7 sets sashes, as per drawing, 24 lights, 10½ by 15, per set	complete.

The above sashes to be made of thoroughly seasoned, clear, white pine stock, of the forms nd dimensions shown in the drawings, and glazed with the best quality, double thickness, ylinder glass, thoroughly bedded, sprigged, and back puttied. To be delivered as required.

Schedule of materials required for the United States navy yard, Brooklyn, New York, for the year ending June 30, 1864.

MURPHY, NESBIT & CO. DATE OF CONTRACT, AUGUST 3, 1863.

Class No. 1, bricks.

50,000 face bricks, equal to best croton, true and smooth face, uniform color, and of regular size, $3\frac{3}{4}$ by $2\frac{1}{2}$ by 8 inches	$10 00	per M.
350,000 hard-burnt bricks, first quality, uniform in size and color, and well burnt	6 50	per M.
10 sets cylinder fire-bricks, 10 to 16 inches long	5 00	per set.
2 sets cylinder fire-bricks for cupola	100 00	per set.
18,000 No. 1 fire-bricks, 9 inches long, $4\frac{1}{2}$ inches wide, $2\frac{1}{2}$ inches thick	40 00	per M.
1,500 fire-bricks, such as may be selected	40 00	per M.
4 sets cupola bricks	4 00	per set.
12,000 moulding bricks, such as may be selected	6 00	per M.

All to be delivered, in equal quantities, within two, five, eight, and eleven months, from July 1, 1863, or earlier, if required.

JOSEPH R. BODWELL. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 2, stone.

30,000 cubic feet, rough, eastern, dimension granite, in lengths of from 6 to 16 feet, widths from 3 to 6 feet, and all to work 18 inches rise. Not less than $\frac{1}{10}$ of the whole quantity to be 16 feet long, and from 4 to 6 feet wide. Not less than $\frac{1}{3}$ the whole quantity to be from 9 to 10 feet long by 3 feet wide. No stone will be received unless it will work exactly eighteen inches rise without pinners or wedges	$0 39¾	per cubic foot.
8,000 cubic feet rough, dimension granite backings, in lengths of from 4 to 6 feet, not less than 2 feet wide, and to work so as to lay in 18-inch courses	39¾	per cubic foot

The stone to be sound, free from shakes, splits, and sap. All to be delivered on or before the 1st January, 1864, and sooner if required.

JACOB VOORHIS, JR. DATE OF CONTRACT, AUGUST 5, 1863.

Class No. 2 , stone.

2,500 cubic feet foundation stone, not less than 3 feet square and 1 foot thick	$0 18	per cubic foot.
12,000 cubic feet foundation stone, not less than 4 feet square	18	per cubic foot.
4,000 cubic yards building stone, quarried out in regular beds, 10 to 15 inches face, 4 to 10 inches deep, 10 to 18 inches bed	1 40	per cubic yard.
200 tons water paving stones, to be of good and regular shape, not more than 8 inches nor less than 6 inches in any direction	1 50	per ton.
40,000 Belgian or trap paving blocks, to be 6 inches square and 8 inches deep	30 00	per M.
1,700 cubic yards rubble filling angular stone, not more than 18 nor less than 4 inches in any direction	80	per cubic yard.

All to be delivered, in equal quantities, within two, five, eight, and eleven months, from July 1, 1863, or earlier if required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 5, oak and hard wood.

436 hickory cant-hook bars, as per sample	$0 30	each.

100 white-heart hickory butts for handles, 12 inches diameter at large end, 6 to 8 inches at small end, 5 feet long	$0 30 each.
24 bars rough white-heart hickory, for capstan bars, 5½ feet long, 3½ inches square	25 each.
200 white-heart hickory bars, 4 inches square at butt, and 6 feet long, for timber inspector	50 each.
1,500 feet, board measure, clear eastern white ash plank, 1½ to 3 inches thick, 12 to 16 feet long	58 00 per M.
4,000 feet, board measure, white oak plank, 1½ to 5 inches thick, 10 to 16 inches wide, 12 to 16 feet long	50 00 per M.
3,000 feet, board measure, hickory plank, 1 to 3 inches thick, 12 to 16 feet long, 10 to 15 inches wide	55 00 per M.
1,000 feet, board measure, white wood, ¾ inch	35 00 per M.

The hickory bars to be riven from tough young wood; the oak and ash to be sound, and free from cross grains, twists, large knots, holes, or other defects. All to be delivered, in equal quantities, within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

JOHN S. LOOMIS. DATE OF CONTRACT, JULY 31, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

300 spruce piles, 16-inch butt, 50 feet long	$7 00 each.
1,700 spruce piles, 14 to 16-inch butt, 35 to 40 feet long	3 50 each.
400 spruce piles, 12 to 15-inch butt, 25 to 35 feet long	3 50 each.
20 sticks white pine timber sawed, 12 by 12 inches, 40 feet long	15 00 each.
6,000 feet, board measure, white pine joists, 3 by 4 inches, random lengths	30 00 per M.
8,000 feet, board measure, white pine boards, ⅝-inch, No. 2, dry, first quality	32 00 per M.
10,000 feet, board measure, white pine boards, 1-inch, No. 1, dry	44 00 per M.
10,000 feet, board measure, white pine boards, 1-inch, No. 2, dry	38 00 per M.
2,000 feet, board measure, white pine plank, 1½-inch, clear and well seasoned	44 00 per M.
2,000 feet, board measure, white pine plank, 2 inch, clear and well seasoned	44 00 per M.
2,000 feet, board measure, white pine plank, 3-inch, clear and well seasoned	44 00 per M.
2,000 feet, board measure, white pine plank, 4-inch, clear and well seasoned	44 00 per M.
4,000 feet, board measure, white pine plank, 1¼ to 2-inch, clear and well-seasoned, first quality	44 00 per M.
2,000 feet, board measure, white pine lumber, 1-inch	32 00 per M.
2,000 feet, board measure, white pine lumber, from 1 to 3 inch, No. 2	38 00 per M.
6,000 pieces Albany plank, 1¼-inch, No. 2, 10 inches wide, 12 feet long, dry	32 per piece.
1,000 pieces Albany boards, No. 2, 10 inches wide, 12 feet long, dry	28 per piece.
6,000 feet, board measure, white pine plank, 1¼-inch, No. 1, dry	44 00 per M.
6,000 feet, board measure, white pine plank, 1½-inch, No. 1, dry	44 00 per M.
8,000 feet, board measure, white pine plank, 2-inch, No. 1, dry	44 00 per M.
20,000 feet, board measure, ¾-inch white pine narrow ceiling, tongued and grooved, No. 2, dry	28 00 per M.
6,000 feet, board measure, 1¼-inch white pine mill-worked floor plank, not exceeding 5 inches wide	28 00 per M.
50,000 feet, board measure, 3-inch white pine stage plank, 30 to 40 feet long, 12 to 15 inches wide	29 00 per M.

20,000 feet, board measure, 2-inch white pine floor plank, 10 inches wide, 16 feet long, No. 2, dry	$27 00	per M.
300 pieces spruce plank, 1¼-inch, 13 to 16 feet long, 9 inches wide	26	per piece.
250 pieces spruce plank, 2-inch, 13 to 16 feet long, 9 inches wide	42	per piece.
1,000 pieces spruce plank, 3-inch, 13 to 16 feet long, 9 inches wide	80	per piece.
2,000 lineal feet, ogee and bead moulding, 1-inch	30 00	per M.
1,000 lineal feet, ogee and bead moulding, ⅝-inch	15 00	per M.
100 spruce scaffolding poles, 30 feet long, 8 inch butt	60	each.
25,000 sawed piece shingles, clear and free from sap	7 50	per M.
12 spruce pike poles, per sample	25	each.

All to be delivered in equal quantities in two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

MURPHY, NESBIT & CO. DATE OF CONTRACT, AUGUST 3, 1863.

Class No. 7, lime, hair, and plaster.

300 barrels lime, equal to best Thomaston, put up in barrels well hooped, containing 300 pounds each	$1 20	per barrel.
100 barrels lime, extra quality, for whitewashing	1 50	per barrel.
20 barrels plaster of Paris	1 75	per barrel.
50 bushels goats' hair, for plastering	22	per bushel.
25 bushels hair, for plastering, best quality	22	per bushel.
20 bushels marble dust, sifted	50	per bushel.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

M. W. WOODWARD, Sect'y. DATE OF CONTRACT, JULY 28, 1863.

Class No. 8, cement.

2,500 barrels hydraulic cement, equal to Hoffman's, fresh ground, from hydraulic stone, to be put up in tight barrels, well papered, and containing 300 pounds each	$1 20	per barrel.
20 barrels Roman cement, in tight barrels, well hooped	5 00	per barrel.
1,000 lineal feet cement drain pipe, 18-inch drain	80	per lineal foot.
1,300 lineal feet cement drain pipe, 24 by 19 inches, oval	1 00	per lineal foot.
620 lineal feet cement drain pipe, 8-inch drain	25	per lineal foot.
600 lineal feet cement drain pipe, 12-inch drain	40	per lineal foot.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

DAVID BABCOCK. DATE OF CONTRACT, AUGUST 4, 1863.

Class No. 9, gravel and sand.

25 barrels ground fire clay	$1 75	per barrel.
66 cubic yards fire clay, such as may be selected	3 75	per cubic yard.
2,500 cubic yards building sand, sharp	59	per cubic yard.
20 cubic yards moulding sand, such as may be selected	3 75	per cubic yard.
23 cubic yards brass moulding sand, such as may be selected	3 75	per cubic yard.
200 cubic yards iron moulding sand, such as may be selected	3 50	per cubic yard.
56 cubic yards fire sand, such as may be selected	3 50	per cubic yard.
28 cubic yards beach sand, such as may be selected	75	per cubic yard.
70,000 cubic yards gravel filling, free from ashes and rubbish	49	per cubic yard.

To be measured in the bank or in the cart, by the constructing engineer of the yard, as he shall see fit. To be delivered at the rate of not less than 1,500 nor more than 3,000 cubic yards per week, when required, to be dumped where directed.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

C. W. Scofield. Date of contract, July 31, 1863.

Class No. 11, iron, iron spikes, and nails.

7,000 pounds best American round iron, sizes as required	$0 04	per pound.
4,000 pounds best American flat iron, sizes as required	04	per pound.
3,000 pounds best American square iron, sizes as required	04	per pound.
500 pounds round hammered iron, from 3 to 6 inches	05	per pound.
500 pounds square hammered iron, from 1 to 5 inches	05	per pound.
1,000 pounds flat hammered iron, from ½ to 2 inches thick, 3 to 8 inches wide	05	per pound.
46 tons best American charcoal boiler plate, of such lengths, widths, and thicknesses as may be required, 2,240 pounds to the ton	168 00	per ton.
2 sheets charcoal boiler plate iron, $\frac{7}{16}$ inch thick, 4 feet 6 inches diameter	16 00	per sheet.
4 sheets charcoal boiler plate iron, ⅜ inch thick, 48 inches diameter	16 00	per sheet.
0,000 pounds city rail wrought iron, 40 to 50 pounds per lineal yard, per sample in yard	04	per pound.
4 tons T iron, best American, (of 2,240 pounds to the ton,) 3½ by 3½	120 00	per ton.
1 ton angle iron, best American, (of 2,240 pounds to the ton,) 1½ to 3 inches, assorted	120 00	per ton.
60 sheets No. 14 sheet iron, 36 by 96, 78 pounds to the sheet	1 00	per sheet.
heets No. 16 sheet iron, 36 by 96, 64 pounds to the sheet	1 00	per sheet.
3 bundles Russia sheet iron, Nos. 10 to 20	20 00	per bundle.
3 bundles sheet iron, best quality, Nos. 14 to 16, wire gauge, 36 by 96, as may be required	6 00	per bundle.
1,000 pounds hoop iron, assorted	06	per pound.
6 sheets, 17 pounds each, galvanized iron, 102 pounds	1 00	per sheet.
2,000 best American lap-welded iron boiler tubes, 2 to 4 inches diameter, No. 10, wire gauge, lengths as required	6 00	each.
100 American boiler tubes, 8 feet long, 2¼ inches diameter, No. 11, wire gauge, 800 feet	50	per foot.
1,000 pounds hand-made iron spikes, sizes as required	06	per pound.
1,500 pounds railroad spikes, assorted sizes, as required	06	per pound.
3,000 pounds iron cut nails, 4*d.* to 40*d.*	05	per pound.
1,000 pounds iron clinch nails, assorted	15	per pound.
20 papers iron clout nails, ¾-inch	12	per paper.
1,000 pounds slaters' nails, fine, assorted	08	per pound.
500 pounds shingle nails, 4*d*	06	per pound.
1,000 pounds lath nails, fine, 3*d*	06½	per pound.
316 pounds finishing nails, from ⅜ to 2 inches	12	per pound.
300 pounds horseshoe nails, best quality	25	per pound.
300 pounds oxshoe nails	25	per pound.
100 pounds stem composition nails, 1½-inch and under, head set as may be required	40	per pound.
300 pounds copper nails, 3*d*, 6*d*, and 12*d*	50	per pound.
1,000 pounds wrought-iron bolts, assorted	12	per pound.
1,300 pounds hot-pressed wrought iron square nuts, assorted sizes	10	per pound.
1,000 pounds hot-pressed wrought iron six-sided nuts, assorted sizes	12	per pound.
300 pounds hot-pressed wrought iron hexagonal nuts, ⅜ to 1 inch	12	per pound.
6,300 pounds iron boiler rivets, 1½ by ⅝ inch and over, as may be required	07½	per pound.
200 pounds sheet iron rivets, ½-inch and under	15	per pound.
100 pounds iron rivets, assorted	15	per pound.

The iron to be best American, equal to Ulster.

All to be delivered in equal quantities within two, five, eight, and eleven months from uly 1, 1863, or earlier, if required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class No. 12, steel.

16,100 pounds best and extra English cast steel, assorted shapes and sizes, such as may be required	$0	20	per pound.
3,100 pounds German steel, assorted sizes		12	per pound.
2,350 pounds blister steel, assorted sizes, [L]		08	per pound.
1,500 pounds spring steel, assorted sizes		10	per pound.
80 pounds watch-makers' union steel, Nos. 3, 5, 7, and 9		20	per pound.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

B. G. CLARKE. DATE OF CONTRACT, JULY 26, 1863.

Class No. 13, pig iron.

100 tons American anthracite pig iron, 2,240 pounds to the ton	$31	00	per ton.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class No. 14, files.

10 dozen 20-inch flat bastard files	$14	00	per dozen.
20 dozen 18-inch flat bastard files	13	00	per dozen.
21 dozen 16-inch flat bastard files	6	93	per dozen.
6 dozen 15-inch flat bastard files	5	80	per dozen.
56 dozen 14-inch flat bastard files, coarse and fine	5	75	per dozen.
16 dozen 13-inch flat bastard files	4	00	per dozen.
43 dozen 12-inch flat bastard files	3	40	per dozen.
41 dozen 10-inch flat bastard files	2	40	per dozen.
26 dozen 8-inch flat bastard files	1	50	per dozen.
10 dozen 7-inch flat bastard files	1	27	per dozen.
10 dozen 6-inch flat bastard files	1	08	per dozen.
10 dozen 5-inch flat bastard files	1	15	per dozen.
10 dozen 4-inch flat bastard files		75	per dozen.
10 dozen 20-inch half-round bastard files	13	00	per dozen.
20 dozen 18-inch half-round bastard files	12	00	per dozen.
37 dozen 16-inch half-round bastard files	7	50	per dozen.
9 dozen 15-inch half round bastard files	6	00	per dozen.
66 dozen 14-inch half-round bastard files	5	00	per dozen.
10 dozen 13-inch half-round bastard files	4	08	per dozen.
58 dozen 12-inch half round bastard files	3	60	per dozen.
48 dozen 10-inch half-round bastard files	2	50	per dozen.
46 dozen 8-inch half-round bastard files	1	80	per dozen.
15 dozen 7-inch half-round bastard files	1	40	per dozen.
24 dozen 6-inch half-round bastard files	1	10	per dozen.
10 dozen 5 inch half-round bastard files		64	per dozen.
10 dozen 4-inch half-round bastard files		60	per dozen.
2 dozen 18-inch half-round second-cut files	15	00	per dozen.
3 dozen 16-inch half-round second-cut files	8	75	per dozen.
4 dozen 14-inch half-round second-cut files	5	75	per dozen.
4 dozen 12-inch half-round second-cut files	4	40	per dozen.
3 dozen 10-inch half-round second-cut files	2	75	per dozen.
3 dozen 8 inch half-round second-cut files	2	00	per dozen.
2 dozen 6-inch half-round second-cut files	1	50	per dozen.
6 dozen 20-inch hand bastard files	15	00	per dozen.
6 dozen 18-inch hand bastard files	14	00	per dozen.
10 dozen 16-inch hand bastard files	8	00	per dozen.
15 dozen 14-inch hand bastard files	5	50	per dozen.
15 dozen 12-inch hand bastard files	4	00	per dozen.
15 dozen 10-inch hand bastard files	2	90	per dozen.
10 dozen 8-inch hand bastard files	1	86	per dozen.

10 dozen 6-inch hand bastard files	$1 50	per dozen.
5 dozen 4-inch hand bastard files	59	per dozen.
5 dozen 20-inch flat smooth files	17 00	per dozen.
5 dozen 18-inch flat smooth files	15 00	per dozen.
8 dozen 16-inch flat smooth files	10 00	per dozen.
6 dozen 15-inch flat smooth files	7 40	per dozen.
12 dozen 14-inch flat smooth files	5 70	per dozen.
12 dozen 13-inch flat smooth files	4 90	per dozen.
10 dozen 12-inch flat smooth files	4 25	per dozen.
10 dozen 10-inch flat smooth files	2 70	per dozen.
8 dozen 8-inch flat smooth files	2 00	per dozen.
8 dozen 6-inch flat smooth files	1 50	per dozen.
8 dozen 4-inch flat smooth files	1 00	per dozen.
4 dozen 12-inch flat smooth files, safe-edge	6 00	per dozen.
2 dozen 6-inch round coarse files	1 50	per dozen.
2 dozen 14-inch round coarse files	6 60	per dozen.
2 dozen 12-inch flat coarse files, safe-edge	3 66	per dozen.
12 dozen 4 to 6-inch three-square saw files	1 40	per dozen.
2 dozen 6-inch flat smooth files	1 50	per dozen.
2 dozen 4-inch flat smooth files	1 10	per dozen.
3 dozen 20-inch hand smooth files	17 00	per dozen.
6 dozen 18-inch hand smooth files	14 00	per dozen.
15 dozen 16-inch hand smooth files	10 50	per dozen.
15 dozen 14 inch hand smooth files	6 90	per dozen.
15 dozen 12-inch hand smooth files	5 50	per dozen.
10 dozen 10-inch hand smooth files	3 20	per dozen.
10 dozen 8-inch hand smooth files	2 25	per dozen.
5 dozen 6-inch hand smooth files	1 79	per dozen.
1 dozen 18-inch hand dead smooth files	13 00	per dozen.
2 dozen 16-inch hand dead smooth files	20 00	per dozen.
3 dozen 14-inch hand dead smooth files	14 00	per dozen.
3 dozen 12-inch hand dead smooth files	12 50	per dozen.
2 dozen 10-inch hand dead smooth files	6 70	per dozen.
2 dozen 8-inch hand dead smooth files	4 90	per dozen.
2 dozen 6-inch hand dead smooth files	3 50	per dozen.
2 dozen 4-inch hand dead smooth files	2 00	per dozen.
5 dozen 20-inch half-round smooth files	16 00	per dozen.
5 dozen 18-inch half-round smooth files	14 00	per dozen.
8 dozen 16-inch half round smooth files	9 00	per dozen.
20 dozen 14-inch half-round smooth files	6 50	per dozen.
22 dozen 12-inch half-round smooth files	5 13	per dozen.
18 dozen 10-inch half-round smooth files	3 00	per dozen.
17 dozen 8-inch half-round smooth files	2 18	per dozen.
15 dozen 6-inch half-round smooth files	1 40	per dozen.
12 dozen 4-inch half-round smooth files	74	per dozen.
1 dozen 18-inch square smooth files	12 00	per dozen.
2 dozen 16-inch square smooth files	9 00	per dozen.
2 dozen 14-inch square smooth files	6 40	per dozen.
2 dozen 12-inch square smooth files	4 25	per dozen.
2 dozen 10-inch square smooth files	2 70	per dozen.
1 dozen 8-inch square smooth files	2 20	per dozen.
1 dozen 6-inch square smooth files	1 40	per dozen.
1 dozen 18 inch round smooth files	16 00	per dozen.
2 dozen 16-inch round smooth files	14 00	per dozen.
3 dozen 14-inch round smooth files	9 00	per dozen.
3 dozen 12-inch round smooth files	5 13	per dozen.
2 dozen 10-inch round smooth files	3 00	per dozen.
2 dozen 8-inch round smooth files	2 20	per dozen.
1 dozen 6-inch round smooth files	1 50	per dozen.
2 dozen 12-inch flat dead smooth files	8 25	per dozen.
8 dozen 20-inch square bastard files	16 00	per dozen.
8 dozen 18-inch square bastard files	10 00	per dozen.
26 dozen 16 inch square bastard files	6 63	per dozen.
6 dozen 15-inch square bastard files	5 38	per dozen.
18 dozen 14-inch square bastard files	4 30	per dozen.

20 dozen 12-inch square bastard files	$3 13	per dozen.
22 dozen 10-inch square bastard files	2 25	per dozen.
20 dozen 8-inch square bastard files	1 50	per dozen.
12 dozen 6-inch square bastard files	1 04	per dozen.
6 dozen 5-inch square bastard files	88	per dozen.
8 dozen 4-inch square bastard files	75	per dozen.
5 dozen 20-inch round bastard files	17 00	per dozen.
5 dozen 18-inch round bastard files	14 00	per dozen.
10 dozen 16-inch round bastard files	7 43	per dozen.
35 dozen 14-inch round bastard files	5 30	per dozen.
35 dozen 12-inch round bastard files	3 70	per dozen.
30 dozen 10-inch round bastard files	2 60	per dozen.
30 dozen 8-inch round bastard files	1 75	per dozen.
15 dozen 6 inch round bastard files	1 24	per dozen.
10 dozen 4-inch round bastard files	75	per dozen.
3 dozen 3½-inch round bastard files	70	per dozen.
3 dozen 3-inch round bastard files	50	per dozen.
2 dozen 18-inch equalling bastard files	16 00	per dozen.
3 dozen 16-inch equalling bastard files	9 00	per dozen.
5 dozen 14-inch equalling bastard files	6 63	per dozen.
3 dozen 12-inch equalling bastard files	4 60	per dozen.
3 dozen 10-inch equalling bastard files	3 13	per dozen.
2 dozen 8-inch equalling bastard files	2 24	per dozen.
1 dozen 18-inch equalling second-cut files	14 00	per dozen.
2 dozen 16-inch equalling second-cut files	12 00	per dozen.
2 dozen 14-inch equalling second-cut files	9 20	per dozen.
2 dozen 12-inch equalling second-cut files	5 80	per dozen.
2 dozen 10-inch equalling second-cut files	4 25	per dozen.
2 dozen 18-inch hand second-cut files	12 00	per dozen.
5 dozen 16-inch hand second-cut files	9 75	per dozen.
6 dozen 14-inch hand second cut files	6 50	per dozen.
6 dozen 12-inch hand second cut files	4 50	per dozen.
5 dozen 10-inch hand second-cut files	3 13	per dozen.
3 dozen 8-inch hand second-cut files	2 28	per dozen.
2 dozen 6-inch hand second-cut files	1 40	per dozen.
6 dozen 16 inch second-cut files	11 00	per dozen.
5 dozen 14-inch second-cut flat files	6 00	per dozen.
5 dozen 12-inch second-cut flat files	3 75	per dozen.
5 dozen 10-inch second-cut flat files	2 44	per dozen.
3 dozen 8-inch second-cut flat files	2 00	per dozen.
2 dozen 6-inch second-cut flat files	1 20	per dozen.
3 dozen 8-inch taper single-cut files	2 20	per dozen.
3 dozen 6-inch taper single-cut files	1 40	per dozen.
4 dozen 5-inch taper single-cut files	1 00	per dozen.
4 dozen 4-inch taper single-cut files	80	per dozen.
5 dozen 6-inch taper double-cut files	1 20	per dozen.
5 dozen 7-inch taper double-cut files	2 00	per dozen.
5 dozen 5½-inch taper double-cut files	2 00	per dozen.
5 dozen 5-inch taper double-cut files	2 00	per dozen.
3 dozen 4-inch taper double-cut files	1 00	per dozen.
5 dozen 4½-inch taper double-cut files	1 00	per dozen.
3 dozen 3½-inch taper double-cut files	1 00	per dozen.
3 dozen 3-inch taper double-cut files	1 00	per dozen.
3 dozen 2⅛ inch taper double-cut files	1 00	per dozen.
10 dozen 16-inch mill-saw files	6 43	per dozen.
13 dozen 14-inch mill-saw files	4 30	per dozen.
8 dozen 12-inch mill-saw files	3 13	per dozen.
14 dozen 10-inch mill-saw files	2 25	per dozen.
5 dozen 9 inch mill-saw files	1 84	per dozen.
5 dozen 8-inch mill-saw files	1 50	per dozen.
3 dozen 7-inch mill-saw files	1 27	per dozen.
2 dozen 6-inch mill-saw files	1 04	per dozen.
1 dozen 14-inch float files, fine	14 25	per dozen.
3 dozen 9-inch ward files	4 13	per dozen.
2 dozen 6-inch ward files	2 88	per dozen.

4 dozen 5-inch ward files	$1 67	per dozen.
4 dozen 4-inch ward files	1 38	per dozen.
5 dozen 3-inch ward files	1 20	per dozen.
4 dozen ward files, per pattern, joiner	8 00	per dozen.
4 dozen 14-inch parallel three square files	6 63	per dozen.
4 dozen 12-inch parallel three-square files	4 75	per dozen.
4 dozen 10 inch parallel three-square files	3 13	per dozen.
4 dozen 8-inch parallel three-square files	2 70	per dozen.
4 dozen 6-inch parallel three-square files	1 50	per dozen.
4 dozen 4-inch parallel three-square files	1 18	per dozen.
2 dozen 16-inch parallel square files	12 00	per dozen.
10 dozen 14-inch parallel square files	5 13	per dozen.
5 dozen 12-inch parallel square files	4 00	per dozen.
6 dozen 10 inch parallel square files	3 44	per dozen.
6 dozen 8-inch parallel square files	2 44	per dozen.
1 dozen 12-inch gun-stocker's rasps	5 75	per dozen.
1 dozen 10-inch gun-stocker's rasps	4 13	per dozen.
1 dozen 8-inch gun-stocker's rasp	2 94	per dozen.
1 dozen 14-inch cabinet rasps	8 63	per dozen.
1 dozen 10-inch cabinet rasps	4 13	per dozen.
1 dozen 8-inch cabinet rasps	2 94	per dozen.
1 dozen 6-inch cabinet rasps	2 00	per dozen.
1 dozen 10-inch half-round wood rasps	3 13	per dozen.
1 dozen 10-inch bastard knife files	4 13	per dozen.
1 dozen 8-inch bastard knife files	2 94	per dozen.
1 dozen 6-inch bastard knife files	2 00	per dozen.
1 dozen 4-inch bastard knife files	1 30	per dozen.
3 dozen cabinet-makers' rasps, assorted	4 10	per dozen.
2 dozen wood rasps, half-round, 10-inch, joiner	4 00	per dozen.
2 dozen wood rasps, half-round, 12-inch, joiner	5 15	per dozen.
1 dozen half-round stencil files, assorted	4 00	per dozen.
2 dozen 10-inch cabinet-makers' rasps, half-roud	4 00	per dozen.
2 dozen 8-inch cabinet-makers' rasps, half-roun	2 70	per dozen.
2 dozen 6 inch cabinet-makers' rasps, half-round	2 10	per dozen.
3 dozen 12-inch cabinet-makers' wood files	6 13	per dozen.
3 dozen 10-inch cabinet-makers' wood files	4 00	per dozen.
3 dozen 8 inch cabinet-makers' wood files	2 88	per dozen.
3 dozen 6-inch cabinet-makers' wood files	2 00	per dozen.
4 dozen horseshoe rasps, assorted sizes	4 88	per dozen.
4 dozen 10-inch handsaw taper files	3 13	per dozen.
14 dozen 9-inch handsaw taper files	3 00	per dozen.
4 dozen 8-inch handsaw taper files	2 20	per dozen.
36 dozen 7-inch handsaw taper files	2 00	per dozen.
6 dozen 6½-inch handsaw taper files	1 43	per dozen.
60 dozen 6-inch handsaw taper files	1 40	per dozen.
6 dozen 5½-inch handsaw taper files	1 00	per dozen.
166 dozen 5-inch hand-saw taper files	1 00	per dozen.
282 dozen 4½-inch handsaw taper files	90	per dozen.
155 dozen 4-inch handaaw taper files	85	per dozen.
6 dozen 3½-inch handsaw taper files	80	per dozen.
204 dozen 3-inch handsaw taper files	90	per dozen.
36 dozen 2½-inch handsaw taper files	84	per dozen.
2 dozen 10-inch rat-tail files	3 13	per dozen.
4 dozen 8-inch rat-tail files	2 13	per dozen.
52 dozen 7-inch rat-tail files	2 00	per dozen.
4 dozen 6-inch rat-tail files	2 00	per dozen.
50 dozen 4-inch rat-tail files	1 30	per dozen.
2 dozen 3-inch rat-tail files	1 20	per dozen.
2 dozen 5-inch knife files, per pattern, joiner	3 00	per dozen.
2 dozen 4-inch flat coarse files	2 00	per dozen.
2 dozen 4-inch half-round coarse files	2 00	per dozen.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or, earlier, if required.

C. W. Scofield. Date of contract, July 31, 1863.

Class No. 15, paints, oils, and glass.

8,000	pounds white lead, dry	$0 08	per pound.
25,800	pounds pure white lead, in oil	08	per pound.
2,900	pounds red lead, dry	12	per pound.
10	pounds black lead, in oil	08	per pound.
1,000	pounds white zinc, in oil, Dolson's best American	07	per pound.
450	pounds patent drier, English	16	per pound.
200	pounds best American brown zinc, in oil	07	per pound.
2,680	pounds Venetian red	03	per pound.
10	pounds lampblack	15	per pound.
2,850	pounds whiting, best English	01	per pound.
800	pounds Paris white	02	per pound.
12	pounds burnt umber, in oil	16	per pound.
12	pounds raw umber, in oil	20	per pound.
12	pounds raw sienna, in oil	20	per pound.
12	pounds burnt sienna, in oil	20	per pound.
5	pounds Vandyke brown, dry	50	per pound.
75	pounds chrome green, in oil	20	per pound.
150	pounds gum-shellac	1 00	per pound.
10	pounds chrome yellow	16	per pound.
6,600	pounds yellow ochre	02	per pound.
5	pounds Prussian blue	1 20	per pound.
700	pounds litharge	12	per pound.
20	pounds rotten-stone	14	per pound.
460	gallons spirits turpentine	3 00	per gallon.
2,150	gallons linseed oil, raw	1 25	per gallon.
60	gallons linseed oil, boiled	1 30	per gallon.
20	gallons brown Japan varnish	3 00	per gallon.
20	gallons coach varnish, imperial	4 00	per gallon.
20	gallons demar varnish, extra heavy	4 00	per gallon.
200	feet double thick glass, 7 by 9 inches	10	per foot.
800	feet double thick glass, 8 by 10 inches	10	per foot.
1,800	feet double thick glass, 9 by 12 inches	10	per foot.
800	feet double thick glass, 10 by 12 inches	10	per foot.
1,000	feet double thick glass, 10 by 14 inches	10	per foot.
350	feet double thick glass, 10 by 16 inches	12	per foot.
600	feet double thick glass, 12 by 18 inches	12	per foot.
300	feet double thick glass, 14 by 16 inches	15	per foot.
400	feet double thick glass, 12 by 16 inches	15	per foot.
100	feet double thick glass, 12 by 20 inches	20	per foot.
50	feet double thick glass, 12 by 24 inches	20	per foot.
1,200	feet double thick glass, 14 by 20 inches	20	per foot.
12	sheets rough plate glass for roof, &c., 4 feet long, 2 feet wide, ½ inch thick	10 00	per sheet.
8	sheets rough plate glass, not to exceed 6 feet long, 3 feet wide, 1 inch thick, in such sizes as may be required	10 00	per sheet.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier, if required.

John J. Bingham. Date of contract, July 29, 1863.

Class No. 16, ship-chandlery.

35	gallons alcohol, 95 per cent. proof	$1 00	per gallon.
1,200	corn brooms	16	each.
384	hickory brooms	20	each.
3	dozen scavenger brooms	2 00	per dozen.
72	ratan brooms, equal to Richmond's	35	each.
24	birch brooms	01	each.
12	wisp brooms	10	each.
25	Bath bricks	01	each.
15	dozen whitewash brushes, 7-inch	6 00	per dozen.

4 dozen hand scrubbing brushes	$1 50	per dozen
15 dozen hand dusting brushes	3 00	per dozen.
1 dozen long-handled brushes	3 00	per dozen.
3 dozen marking brushes	10	per dozen.
50 dozen painters' dusting brushes	4 75	per dozen.
3 dozen kalsomine brushes	15 00	per dozen.
1 dozen tar brushes, long handles	3 00	per dozen.
60 dozen paint brushes, 00 to 000000, of the best quality	4 00	per dozen.
75 dozen paint brushes, 000000, of the best quality	12 00	per dozen.
125 dozen sash tool brushes, French, No. 6	1 40	per dozen.
50 dozen sash tool brushes, French, No. 4	1 00	per dozen.
9 dozen varnish brushes, Nos. 0 to 6	6 00	per dozen.
½ dozen varnish brushes, flat	6 00	per dozen.
1½ dozen French fitches	6 00	per dozen.
12½ dozen paying tool brushes	3 00	per dozen.
5 dozen glue brushes	7 00	per dozen.
5 dozen blending brushes, 5-inch	6 00	per dozen.
2 fitch hand brushes, (joiner)	1 50	each.
14 dozen flue brushes, whalebone, 2¾ inches diameter, 12 inches long	12 50	per dozen.
2 dozen flue brushes, whalebone, 1¾ inch diameter, 12 inches long	9 00	per dozen.
2 dozen sable hair lettering pencils, (black)	3 00	per dozen.
8 top graining tool brushes, 2 to 6 inches	1 00	each.
10 mottling tool brushes, sable hair	1 50	each.
1 feather brush or duster	50	each.
4 dozen horse brushes	5 50	per dozen.
5 sets steel graining combs, (English)	2 00	per set.
6 baskets to hold 2 bushels each	28	each.
55 pounds beeswax	60	per pound.
125 pounds refined borax	32	per pound.
2 dozen ox bows	1 25	per dozen.
2 pounds Russia bristles, best quality	1 00	per pound.
50 yards worsted damask, such colors as required	95	per yard.
12 pieces binding for damask	30	per piece.
12 tassels to match damask	50	each.
12 pieces green worsted binding	25	per piece.
12 pieces blue worsted binding	20	per piece.
10 pieces red worsted binding	40	per piece.
12 pieces red, white, and blue bunting, 18 inches	13 00	per piece.
12 pieces red, white, and blue bunting, 9 inches	7 00	per piece.
3,000 pounds white chalk	0½	per pound.
60 pounds red chalk	10	per pound.
15 pounds French chalk	10	per pound.
1,310 pounds sperm candles	40	per pound.
2 boxes adamantine candles, (say 80 pounds)	37	per pound.
12 bolts cotton canvas, No 4	45 00	per bolt.
150 pounds chloride of lime	10	per pound.
4 reams emery cloth, assorted, equal to Sibley & Co.'s	35 00	per ream.
1 ream crocus cloth, assorted, equal to Sibley & Co.'s	15 00	per ream.
30 yards hair-cloth, 30 inches wide	2 00	per yard.
30 yards blue and black broadcloth	4 50	per yard.
50 yards enamelled cloth, such as may be selected	60	per yard.
1 dozen horse collars	50 00	per dozen.
1 dozen heavy team collars	55 00	per dozen.
6 dozen India-rubber oil cans	4 50	per dozen.
1 dozen planished tin oil cans, spring bottoms	50	per dozen.
20 pounds copperas	01	per pound.
150 black lead crucibles, No. 100, say 15,000 numbers	08½	per number.
30 pieces worsted cord, green, red, and blue, large size	50	per piece.
100 pounds sash cord, best Italian hemp	30	per pound.
50 yards buff linen, 1¼ yard wide, for window shades	60	per yard.
40 yards buff linen, 1 yard wide, to be selected	60	per yard.
2 pounds flour, emery, assorted	01	per pound
25 gross black upholsterers' frogs, and assorted colors	20	per gross.

4	bolts fine light raven's duck	$15 00	per bolt.
100	yards methuen duck, 30 inches wide	50	per yard.
50	square yards boiler felting, 1 inch thick	1 30	per square y'd.
6	barrels sour flour	2 50	per barrel.
52	pounds ground glass, assorted	06	per pound.
100	yards black gimp	12	per yard.
175	pounds coopers' best white glue	40	per pound.
36	dozen hickory hammer handles, hand-made	75	per dozen.
40	dozen hickory sledge handles, hand-made	1 50	per dozen.
500	dozen hickory double-header handles	1 85	per dozen.
500	hickory pick handles	16	each.
12	sets iron axles and boxes, from 1½ to 3 inches	8 00	per set.
12	sets mortised hubs, 6 inches by 9 inches	1 00	per set.
12	sets mortised hubs, 12 inches by 15 inches	4 00	per set.
15	sets spokes, 1½ inch by 3 inches	3 00	per set.
15	sets felloes, 1½ inch by 3 inches	1 75	per set.
3	sets truck hames	4 00	per set.
2	sets cart hames	1 00	per set.
2	sets wagon hames	1 50	per set.
6	sets truss hoops, 24 inches, riveted, tierce	5 50	per set.
6	sets truss hoops, 19 inches, riveted, barrel	4 50	per set.
6	sets truss hoops, 14 inches, riveted, half barrel	3 50	per set.
100	pounds white curled hair	65	per pound.
19	dozen brass hand lamps	5 25	per dozen.
32	brass globe lanterns, guards and lamps complete	3 00	each.
6	gross hanks masons' lines, hemp	5 50	per gross.
4	oiled linen tape lines, equal to Spencer, Branning & Co.'s make, 50 feet long	1 50	each.
4	oiled linen tape lines, equal to Spencer, Branning & Co.'s make, 100 feet long	1 50	each.
8	metallic tape lines, 50 to 100 feet, as may be selected	2 50	each.
4	dozen flax fishing lines, 200 feet long each	1 00	per dozen.
1	dozen flax fishing lines, 150 feet long each	1 00	per dozen.
30	dozen chalk lines	80	per dozen.
3	dozen silk lines, fine	3 00	per dozen.
24	hanks seine twine	50	per hank.
4	dozen wood mallets, sailmakers'	3 00	per dozen.
4	gross matches, best quality	1 00	per gross.
24	marline spikes, boatswains'	50	each.
50	pounds British lustre	10	per pound.
1	dozen Kellinger's liniment, quart bottles	5 00	per dozen.
125	yards muslin, white and brown, yard wide, as may be selected	15	per yard.
50	yards muslin, black, yard wide, as may be selected	10	per yard.
6	frog needles	01	each.
40	reams sandpaper, 0 to 4, as may be selected	3 75	per ream.
100	rolls wall paper, such as may be selected	65	per roll.
200	yards bordering for wall paper, such as may be selected	08	per yard.
20	pounds prussiate potash	30	per pound.
2	barrels No. 1 resin, not less than 300 pounds to the barrel	36 00	per barrel.
2	barrels pitch, not less than 300 pounds to the barrel	4 50	per barrel.
7	barrels coal tar, not less than 30 gallons to the barrel	1 75	per barrel.
3	barrels thin tar, not less than 30 gallons to the barrel	9 75	per barrel.
1	barrel soft clear turpentine, not less than 280 pounds to the barrel	38 00	per barrel.
25	yards light parcelling	10	per yard.
25	yards heavy parcelling	10	per yard.
25	pounds sal ammoniac	30	per pound.
418	pounds old castile soap	20	per pound.
465	pounds brown soap	09	per yard.
4	barrels soft soap	1 75	per barrel.
17	pounds pulverized pumice-stone	10	per pound.
5	pounds pumice-stone, in lumps	10	per pound.
50	pounds rolled brimstone	08	per pound.
2,100	pounds best beef tallow	13	per pound.

10 pounds linen thread, No. 35, assorted colors	$2 00	per pound.
18 pounds shoethread, best quality	90	per pound.
6 dozen worsted tassels, large size	6 00	per dozen.
12 silk tassels, assorted sizes	90	each.
2 glass tumblers	01	each.
2 harness saddle-trees	75	each.
4 saddle-trees	75	each.
1 piece cotton ticking, for lining collars	15 00	per piece.
100 feet $\frac{7}{8}$-inch iron wire rope, with hemp centre	27	per foot.
100 feet $\frac{3}{4}$-inch iron wire rope, with hemp centre	20	per foot.
2,050 pounds cotton waste, for wiping stuff	38	per pound.
95 pounds lamp-wick yarn	50	per pound.
100 pounds hemp packing yarn, free from shives and knots	17	per pound.
180 wheelbarrows, per sample	2 10	each.
6 pounds fine sponge, large pieces	1 75	per pound.
50 yards boiler felt, running measure	3 25	per yard.
4,000 square feet roofing felt, as may be selected	02	per square foot.
137 yards oil-cloth, for constructing engineer's office, such as may be selected	1 30	per yard.

All to be delivered in equal quantities within two, five, eight, and eleven months, from July 1, 1863, or earlier, if required.

C. W. Scofield. Date of contract, July 31, 1863.

Class No. 17, hardware.

10 wood axes, cast steel, handled, $4\frac{1}{2}$ pounds	$1 00	each.
7 dozen wood axes, cast steel, steel polls, handled, $4\frac{1}{2}$ pounds,	12 00	per dozen.
4 wood axes, cast steel, handled, equal to Simmons's	1 00	each.
6 junk axes, cast steel	2 00	each.
4 carpenters' broadaxes, handled	2 00	each.
26 carpenters' adzes, handled	2 00	each.
10 round axes, handled	2 00	each.
12 narrow axes, with handles, best quality, timber inspectors'	2 00	each.
2 anvils, cast iron, 250 to 450 pounds each, equal to "Star," 700 pounds	10	per pound.
9 anvils, wrought iron, steel-faced, 150 to 400 pounds each, 3,150 pounds	12	per pound.
2 dozen anvils, wrought iron, steel-faced, 250 to 600 pounds each, 9,600 pounds	12	per pound.
2 dozen belt awls, assorted, handled	50	per dozen.
2 dozen awls, handled	50	per dozen.
2 iron grate baskets	2 00	each.
2 hack-saws, frames and blades complete, 20 inches	1 50	each.
1 dozen hack-saw blades, 10 to 24 inches, to suit frames	3 00	per dozen.
2 wood braces, with 48 bits, complete	4 00	per set.
1 centre bit brace, and set of bits, best quality, for cooper	3 00	per set.
1 hand brace, and set of bits, for plumber	3 00	per set.
2 dozen dowelling bits, assorted	1 00	per dozen.
22 pairs bellows, smiths', from 12 to 40 inches	12 00	each.
3 pairs hand bellows	50	each.
3 dozen band bolts, iron, 6-inch	1 00	per dozen.
2 dozen wrought iron bolts, square, 10-inch	1 50	per dozen.
100 pounds iron bolts and nuts, assorted sizes, hexagonal heads and nuts	10	per pound.
250 pounds expanding screw bolts and nuts, assorted	20	per pound.
2 dozen flush bolts, brass, 4 to 6 inches	3 00	per dozen.
2 dozen bolts, cast, brass barrel, 6-inch	3 00	per dozen.
4 dozen bolts, cast, brass snap, $2\frac{1}{2}$-inch	1 50	per dozen.
10 dozen buttons, cast, brass, solid plates	1 00	per dozen.
6 gross harness buckles, assorted	1 50	per gross.
3 dozen trace buckles	1 00	per dozen.
1 spring balance, to weigh 30 pounds by ounces	2 00	each.
200 pounds bolts, wood screw, six inches long, $\frac{1}{2}$ and $\frac{5}{8}$ inch diameter	18	per pound.

6 sets wheel casters, swivel, iron	$0 50	per set.
12 sets socket casters, swivel, iron	50	per set.
23 pairs callipers, 6 to 12 inches, set spring and screw	1 00	per pair.
2 pairs callipers, cast steel, ins and outs, or such as may be required	1 00	per pair.
4 sets bell carriages, brass, complete	1 00	per set.
20 iron braces, equal to Duball's	1 00	each.
4 dozen currying cards, copper wire	1 00	per dozen.
4 dozen currying combs	2 00	per dozen.
40 chisels, firmer, $\frac{1}{4}$ to 2 inches	25	each.
137 chisels, socket, $\frac{1}{2}$ to 4 inches, assorted, as may be required,	50	each.
1 set firmer chisels, 12 pieces, $\frac{1}{4}$ to 2 inches	3 00	per set.
1 dozen firmer chisels, 2-inch	4 50	per dozen.
2 sets turning chisels, 12 pieces	5 00	per set.
140 turning chisels, $\frac{1}{4}$ to $2\frac{1}{2}$ inches, assorted, as may be required,	50	each.
1 24 by 4 inches independent steel-jawed chuck, 2-inch hole, left blank	20 00	each.
1 18 by 4 inches independent steel-jawed chuck, $1\frac{3}{4}$-inch hole, left blank	18 00	each.
2 15 by 4 inches independent steel-jawed chucks, $1\frac{3}{8}$-inch hole, left blank	15 00	each.
2 12 by 4 inches independent steel-jawed chucks, 1-inch hole, left blank	12 00	each.
8 pairs compasses, spring, 4 to 12 inches, cast steel	1 00	per pair.
4 pairs steel compasses, 12 to 20 inches	1 00	per pair.
150 pounds best white sash cord	50	per pound.
6 oil cups, globe, steam metal, No. 2, with air cocks	2 50	each.
2 pairs smith's bellows, 36 and 40 inches	15 00	each.
1 large hand cutter, for copper plumber	5 00	each.
6 cutters, gun wad, $\frac{5}{8}$ to $\frac{7}{8}$ inch, for packing	1 00	each.
100 square feet wire cloth, for window screens, $\frac{1}{2}$ to 1 inch, No. 18 wire gauge	25	per square foot.
6 fathoms chain, $\frac{1}{2}$-inch iron, subject to the test	1 50	per fathom.
60 fathoms chain, $\frac{5}{8}$-inch iron, short link	2 00	per fathom.
100 fathoms chain, $\frac{3}{4}$-inch iron, short link	2 50	per fathom.
60 fathoms chain, $\frac{7}{8}$-inch iron, short link	3 50	per fathom.
50 fathoms chain, 1-inch iron, short link	4 00	per fathom.
The chain to be of the best American manufacture, from Ulster iron or its equal.		
8 truck trace chains	1 00	each.
12 $\frac{3}{4}$-inch hose bibb cocks, finished	2 00	each.
6 1-inch bibb cocks, finished	2 00	each.
12 $\frac{3}{4}$-inch bibb cocks, finished	2 00	each.
12 1-inch side lever cocks, wash-tray, $\frac{3}{4}$-inch, R. and L. hand,	2 50	each.
6 oil cocks	3 50	each.
12 screw air cocks, No. 2	2 50	each.
6 stop and waste cocks, $\frac{3}{4}$ and 1 inch	2 50	each.
4 flange cocks, steam metal, $1\frac{1}{4}$-inch	4 00	each.
24 cylinder cocks, $\frac{3}{8}$-inch, finished	1 50	each.
6 service cocks, $\frac{3}{4}$ to 1 inch	2 00	each.
12 gauge cocks	2 00	each.
9 pairs of dividers, steel, spring screw	1 00	per pair.
$6\frac{1}{2}$ dozen ratchet drills, best quality to be selected	140 00	per dozen.
3 breast drills, No. 4	2 00	each.
4 crowbars, as per pattern	1 00	each.
3 dozen tin drip cups, for hangers, per pattern	1 00	per dozen.
1 dozen 1-inch malleable iron lathe dogs	4 80	per dozen.
1 dozen $1\frac{1}{4}$-inch malleable iron lathe dogs	6 00	per dozen.
1 dozen $1\frac{3}{4}$-inch malleable iron lathe dogs	9 00	per dozen.
2 dozen $2\frac{1}{2}$-inch malleable iron lathe dogs	12 00	per dozen.
1 dozen $3\frac{1}{2}$-inch malleable iron lathe dogs	18 00	per dozen.
1 dozen $4\frac{1}{2}$-inch malleable iron lathe dogs	30 00	per dozen.
2 glaziers' diamonds, with keys, best quality	5 00	each.
6 tube expanders, such as may be required	25 00	each.
6 dozen sash fastenings, brass, porcelain knobs, to be selected,	3 00	per dozen.

6 faucets, water-closet, silver-plated, ¾-inch	$4 00	each.
6 faucets, silver-plated	3 50	each.
24 pairs back flaps, iron	10	per pair.
6 manure forks, 4-pronged	1 00	each.
6 hay forks, 3-pronged	1 00	each.
3 dozen tin oil feeders, pints, spring bottoms	12 00	per dozen.
1 dozen tin oil feeders, quarts	12 00	per dozen.
1 dozen tin oil cans, 4 gallons	12 00	per dozen.
½ dozen dogs for holding logs on carriage, per pattern	12 00	per dozen.
2 gongs, 6 inch diameter, stop crank and fixtures, complete,	5 00	each.
9 spirit level glasses, ground, English	50	each.
1 set hand groovers, 0 to 3, (plumber)	15 00	per set.
24 grindstones, Ohio, 5 feet diameter, 6 inches thick	15 00	each.
5 grindstones, 6 inches face, 4 feet 6 inches to 5 feet diameter,	14 00	each.
4 grindstones, 6 inches face, 4 feet to 4 feet 6 inches diameter,	10 00	each.
1 grindstone, Ohio, 60 inches diameter, 6½ inch face	15 00	each.
1 grindstone, 2 feet diameter, 4 inches face, with frame and crank, hand or foot	7 00	each.
2 French grindstones, 4 feet diameter, 4 inches thick, (mast-maker)	12 00	each.
1 French grindstone, 3 feet 3 inches diameter, 4 inches thick, (boat-builder)	8 00	each.
2 grindstones, Ohio, 3½ feet diameter, 5 inches thick	3 00	each.
2 grindstones, Ohio, 3½ feet diameter, 4 inches thick	2 00	each.
50 papers glazers' points	10	per paper.
1 dozen nail gimlets, assorted	25	per dozen.
160 socket gouges, ½ to 1¾ inch, assorted, as may be required	50	each.
42 flat gouges, 1½ to 2½ inch, assorted, as may be required	50	each.
237 turning gouges, ¼ to 2½ inch	50	each.
2 sets turning gouges, 12 pieces each	6 00	per set.
38 hammers, claw, handled	30	each.
4 hammers, coppersmith's, raising, Nos 1 to 4	1 00	each.
3 hammers, sledge, 15 pounds each, handled	1 00	each.
6 hammers, riveting, 3½ pounds each, per sample	1 00	each.
3 double headers, 12 pounds each	1 00	each.
4 dozen cant hooks, per pattern	24 00	per dozen.
½ dozen riveting punches	2 00	per dozen.
3 sets hooks and ferrets	2 00	per set.
14 hatchets, cast steel, such as may be required	50	each.
2 square heads	1 00	each.
28 dozen pairs iron butt hinges, assorted	1 00	per dozen.
22 dozen pairs brass butt hinges, assorted sizes	3 00	per dozen.
4 dozen steel plantation hoes, per sample, best quality	3 00	per dozen.
3 coopers' beck irons, to be selected	2 00	each.
1 hydraulic jack, to lift from the ground 7 tons, and run out 12 inches, equal to Dudgeon's	75 00	each.
1 pitch kettle, to hold 120 gallons	15 00	each.
2 dozen mineral knobs and spindles, 1¾ to 2¼ inch	1 50	per dozen.
4 dozen brass knobs and spindles, 1¾ to 2 inch	8 00	per dozen.
10 dozen white porcelain knobs and spindles, 1¾ to 2¾ inch	4 00	per dozen.
24 dozen knobs, black walnut and mahogany, assorted sizes	20	per dozen.
6 dozen till lock keys, brass, blank	1 00	per dozen.
10 dozen thread escutcheons	25	per dozen.
10 dozen mortise lock keys, blank	1 50	per dozen.
6 dozen rim lock keys, blank	1 50	per dozen.
6 oil-cloth knives	50	each.
4½ dozen hacking knives	3 00	per dozen.
6 hollowing knives, assorted, best quality	50	each.
9 dozen putty knives	3 50	per dozen.
1 marking knife	50	each.
24 shoemaker's knives	12	each.
2 dozen pallet knives	3 00	per dozen.
4 pruning knives, 10-inch blades, equal to Horton & Watts's make	1 00	each.
2 iron ladles, 6 to 8 inches	1 00	each.

7 sets letters and figures, steel dies, ⅛ to 1 inch, assorted	$4 00	per set.
2 sets letters and figures, steel dies, such as may be required	4 00	per set.
3 spirit levels, 2 feet 6 inches long	1 00	each.
3 spirit levels, 2 feet long	1 00	each.
4 dozen brass padlocks, 3 inches and assorted	10 00	per dozen.
4 dozen iron padlocks, 3 inches and assorted	3 50	per dozen.
16 dozen chest locks, brass, assorted sizes	5 00	per dozen.
10 dozen iron rim locks, 5 to 12 inches, with furniture	6 00	per dozen.
3 dozen brass desk locks	5 00	per dozen.
6 dozen iron mortise locks, 4 to 8 inches	4 00	per dozen.
1 dozen dead locks, 10 inches, right and left hand	12 00	per dozen.
6 dozen brass cupboard locks, assorted sizes	6 00	per dozen.
10 dozen brass drawer locks, assorted sizes	6 00	per dozen.
2 dozen brass lever locks and keys	5 00	per dozen.
4 pounds sheet mica, for stoves	5 00	per pound.
2 hand machines for drilling, with crank	10 00	each.
12 dozen brass screw hooks, assorted sizes	1 00	per dozen.
50 square feet copper wire netting for windows, per sample in yard	20	per square foot.
1 riveting machine, to rivet 50 inches deep, as per drawing in chief engineer's office	1,425 00	each.
1 dozen wire cloth paint strainers	6 00	per dozen.
1 dozen wire paint sieves, iron	6 00	per dozen.
1 small burr machine	10 00	each.
1 thick edged machine	5 00	each.
10 smoothing planes, double irons, best quality	1 00	each.
9 fore planes, double irons, best quality	1 00	each.
9 jack planes, double irons, best quality, hollow and assorted	1 00	each.
2 match planes, per pattern	50	each.
2 dozen artisan's lead pencils	1 00	per dozen.
1,500 pounds lead pipe, 3 inch	11	per pound.
500 pounds lead pipe, 2-inch	11	per pound.
2,000 pounds lead pipe, 1-inch	11	per pound.
2,500 pounds lead pipe, ¾-inch, aaa	11	per pound.
800 pounds lead pipe, extra, ⅝-inch	11	per pound.
800 pounds lead pipe, extra, ½-inch	11	per pound.
10 rolls, 3 pounds milled lead, say 6,000 pounds	11	per pound.
3 rolls, 8 pounds milled lead, say 1,800 pounds	11	per pound.
5 pairs pincers, assorted	1 00	per pair.
6 brass plumb bobs, for sample in chief engineer's office	1 00	each.
4 gross sash pulleys, iron axles, 1¾ to 2 inches	6 00	per gross.
3 blow pipes	1 00	each.
½ dozen cutting plyers, ½ to ¾ inch	6 00	per dozen.
4 pairs pipe plyers, ½, ¾, and 1 inch	50	per pair.
2 dozen plyers, round and flat nosed, 3 and 5 inches, equal to Stubbs's, assorted	6 00	per dozen.
5 dozen belt punches, cast steel	1 50	per dozen.
2 belt punches, with six hollow punches each	100	each.
1 set hollow punches, ¼ to 2 inches, (plumbers')	2 50	per set.
3 dozen sets plug cutters, assorted sizes, per pattern	6 00	per set.
1 male and female wood screw cutter, 2½ inches, to be selected, (block-makers')	3 00	each.
9 dozen wrought iron rakes, with handles	4 00	per dozen.
1 set rollers, per pattern, (plumber's)	1 00	per set.
½ gross 1½-inch japanned breeching rings	1 50	per gross.
12 pounds copper rivets and burrs, assorted	60	per pound.
140 pounds copper hose rivets and burrs, assorted	60	per pound.
20 pounds belt rivets, assorted sizes, to be selected	60	per pound.
300 feet wire rope, ¾-inch, and such sizes as required	25	per foot.
6 ¼-inch iron wire riddles	1 50	each.
18 ½-inch iron wire riddles	1 50	each.
1 dozen standard rules, double jointed, 2 foot, boxwood	6 00	per dozen.
½ dozen United States standard rules, double jointed, 2 foot, boxwood, brass bound	12 00	per dozen.
2 24-inch steel shrunk rules, United States standard, manufactured in Bangor, Maine	2 50	each.

2	12-inch steel rules, United States standard, manufactured in Bangor, Maine	$4 50	each.
4	single jointed two-foot rules	50	each.
6	double jointed two-foot rules	50	each.
½	dozen emery rifles	1 00	per dozen.
2	pair clamps or stirrups for futtock saws, per pattern	75	per pair.
36	rollers and boxes for mill-saw carriage, per pattern	50	each.
4	pairs scissors, large size	50	per pair.
10	pairs lamp scissors	50	per pair.
8	pairs tinner's hand shears, assorted	2 00	per pair.
2	pairs shears, to be selected	4 00	per pair.
1	pair shears for cutting copper, &c., per pattern	4 00	per pair.
3	circular shears	1 00	each.
1	pair sheep shears	1 00	per pair.
6	jack screws, 3 feet, equal to Ballard's	15 00	each.
12	dozen hand screws	3 00	per dozen.
12	Jenny Lind screws	1 00	each.
5	dozen lamp screws, double tubes	50	per dozen.
2	dozen hand rail screws, double nuts	1 00	per dozen.
2	dozen hand rail screws, single nuts	50	per dozen.
6	gross iron screws, 4 inches long, ⅜-inch diameter	3 00	per gross.
595	gross iron screws, gimlet points, asssorted Nos. and sizes	1 50	per gross.
87	gross brass screws, gimlet points, assorted Nos. and sizes	2 50	per gross.
6	dozen iron bench screws	12 00	per dozen.
2	dozen picks, steel-pointed, 8 pounds, each handled	12 00	per dozen.
6	rigging screws, Boatswain's	3 50	each.
½	dozen scythes and snaths	12 00	per dozen.
½	dozen scythe stones	50	per dozen.
3	circular saws, 40 inches diameter, Nos. 6 to 9 gauge, 1¾-inch hole	36 00	each.
12	cross-cut saws, 5½ feet long	3 50	each.
5	cross-cut saws, 5 feet long	3 00	each.
3	cross-cut saws, 4 feet long	2 50	each.
10	hand hack-saws, 12 to 24-inch blade	1 50	each.
2	hand hack-saws, 20 inch blade	1 50	each.
6	hack-saws, 20 inches, complete	1 50	each.
6	hack-saws, 12 inches, complete	1 25	each.
2	dozen 12 inch hack-saw blades	50	each.
1	dozen 20 inch hack-saw blades	25	each.
10	handsaws	1 00	each.
12	tenon saws	1 00	each.
6	compass saws	50	each.
	(All the above saws to be equal to Worrall's.)		
6	hack-saws and frames complete, 12 to 24-inch blade	1 50	each.
18	buck-saws and frames	1 00	each.
2	rigging saws	1 50	each.
6	rivet sets, Nos. 0, 1, 2, 3, 4, and 5	50	each.
2	sand screens, fine iron	9 00	each.
6	saw sets, per sample	50	each.
80	spokeshaves, 3 inches long, 1 inch wide, equal to Watts & Horton's	60	each.
5	dozen cast steel ship scrapers, handled, per sample	5 00	per dozen.
52	dozen cast steel shovels, back-strapped, assorted, best quality	10 00	per dozen.
6	dozen cast steel shovels, back-strapped, No. 1	10 00	per dozen.
15	dozen cast steel shovels, scoop, assorted	10 00	per dozen.
2	dozen cast steel coal shovels	10 00	per dozen.
6	dozen cast steel spades	8 00	per dozen.
9	No. 8 brass wire sieves	1 50	each.
9	No. 10 brass wire sieves	1 50	each.
2	brass hand sieves, 12-inch	50	each.
1	dozen steel sofa springs	50	per dozen.
1	steel spring, elliptic, 100 pounds	10 00	each.
3	screw plates and taps, equal to Stubbs's	2 00	each.
3	screw plates and taps, complete, per pattern	2 00	each.

2	sets hand stocks and dies, to cut from $\frac{1}{4}$ to $\frac{3}{4}$-inch, per sample	$3 00	per set.
1	set hand stocks and dies, to cut from $\frac{1}{2}$ to $1\frac{1}{4}$ inch, per sample	5 00	per set.
2	sets hand stocks and dies, large size, joiner	8 00	per set.
8	dozen two-foot steel squares	15 00	per dozen.
4	trying squares, steel blades, 4 to 12 inches	50	each.
1	roller swedge, with 6 sets, plumber	5 00	each.
2	hatchet stakes, Nos. 3 and 6	3 00	each.
1	round head stake, small	3 00	each.
1	teakettle stake, 2 heads	2 00	each.
1	bottom stake, No. 1	2 50	each.
1	creasing stake	3 50	each.
2	pairs swedges	3 00	per pair.
50	pounds spelter solder	50	per pound.
200	pounds tinner's solder	25	per pound.
2	sets stocks for screwing iron pipe, from $\frac{1}{8}$ to 3 inches	10 00	per set.
2	dozen Washaton's oil-stone slips	1 00	per dozen.
48	pounds Turkey or Washtenaw oil-stone and slips	50	per pound.
12	Turkey oil-stones, to be selected, say 50 pounds	50	per pound.
206	papers iron cut tacks, assorted	10	per paper.
36	papers gimp tacks, assorted	10	per paper.
10	papers pump tacks, $\frac{3}{4}$ inch	10	per paper.
10	papers copper tacks	50	per paper.
1	platform scale, to weigh 1,500 pounds, such as may be selected	30 00	each.
1	platform scale, to weigh 2,500 pounds	40 00	each.
6	dozen sets window shades trimmings, such as may be selected	50	per set.
6	wrought iron steel-faced bench vices, 25 to 250 pounds, per sample	18 00	each.
2	iron bench vices, about 90 pounds, parallel, steel-faced	8 00	each.
2	dozen wrought iron vices, 100 to 150 pounds each, with composition boxes, (3,000 pounds)	18	per pound.
1	gas-fitter's universal clamp vice, movable head	15 00	each.
2	bench vices, wrought iron, 110 pounds each, (220 pounds)	16	per pound.
6	vices, open, 6 inches to 8 inches, best quality, (blockmaker's)	5 00	each.
$4\frac{1}{2}$	dozen screw wrenches, assorted, 6 to 18 inches, per pattern	12 00	per dozen.
3	key wrenches	50	each.
6	monkey wrenches, as may be required	1 00	each.
4	slide wrenches, open, 3 inches, (blockmaker's)	1 00	each.
50	boxes I X tin	12 00	per box.
50	boxes I C tin, 10 by 14 inches	10 00	per box.
50	boxes I C tin, 14 by 20 inches	12 00	per box.
10	boxes S D X	12 00	per box.
10	boxes I X X	14 00	per box.
	(All tin to be of the best charcoal plate.)		
500	pounds Banca tin	50	per pound.
500	pounds sheet zinc, Nos. 16 to 24	15	per pound.
100	pounds slab zinc	08	per pound.
2	water backs for Mott's range, No. 9	2 00	each.
3	sets linings for 16-inch solar stoves	2 00	per set.
4	sets grates for 16-inch solar stoves	2 00	per set.
3	sets linings for Mott's range, No. 9	2 00	per set.
4	sets linings for "Ruby" stoves, Nos. 2 and 3	2 00	per set.
2	sets fire-bricks and grates for "Rubicon," No. 1	2 00	per set.
2	sets fire-bricks and grates for "Dunn" stove	2 00	per set.
3	back plates for Ruby No. 3	2 00	each.
2	iron coal scuttles	1 00	each.
2	iron coal shovels	50	each.
2	iron coal tubes	50	each.
4	grates for Ruby stoves, Nos. 2 and 3	2 00	each.
4	Sanford's National Mammoth Heaters, Nos. 4 or 5, or largest size	18 00	each.

1,800	pounds sash weights, iron	$0 02	per pound.
1	water closet fixtures, water valves, stop-cock, China basin, &c., complete	20 00	each.
10	pounds metallic antimony	30	per pound.
305	pounds iron wire, Nos. 1 to 20, and assorted	12	per pound.
10	pounds copper wire, assorted	60	per pound.
45	pounds steel wire, Nos. 16, 12, and 8	50	per pound.
165	pounds brass wire, Nos 3 to 6, and assorted	50	per pound.
5	pounds blind wire	50	per pound.
4	ladders, 45 feet long, spruce sides, oak rungs	16 00	each.
4	ladders, 35 feet long, spruce sides, oak rungs	14 00	each.
4	ladders, 28 feet long, spruce sides, oak rungs	12 50	each.
4	ladders, 25 feet long, spruce sides, oak rungs	10 00	each.
4	ladders, 16 feet long, spruce sides, oak rungs	6 50	each.
4	ladders, 10 feet long, spruce sides, oak rungs	4 00	each.

All to be delivered in equal quantities within two, five, eight, and eleven months, from July 1, 1863, or earlier, if required.

CORNELIUS BIGELOW. DATE OF CONTRACT, JULY 25, 1863.

Class No. 18, stationery.

400	blank police reports	$0 0½	each.
3	reams printed forms, cap size	3 00	per ream.
11	reams printed forms, letter size	2 50	per ream.
30	reams printed forms, for bill heads	6 00	per ream.
40	reams printed forms, for requisitions	6 00	per ream.
12	reams printed forms, for vouchers	3 00	per ream.
6	reams printed forms, for invoices	3 00	per ream.
2	reams printed forms, for bills of lading	2 00	per ream.
2	reams ruled forms, for vouchers	4 00	per ream.
1	ream ruled forms, for abstracts	4 00	per ream.
8	reams daily report paper	3 00	per ream.
10	quires calendar, printed and ruled blanks, for morning's return books and reports, per pattern	50	per quire.
6	quires printed blanks, for workmen, per sample	15	per quire.
30	return of labor sheets, (chief engineer)	10	per sheet.
6½	reams monthly sheets, ruled	3 00	per ream.
50	monthly sheets, (chief engineer)	02	per sheet.
4	reams monthly sheets, for pay-rolls	5 00	per ream.
500	sheets for monthly reports, (joiner)	01	per sheet.
1	ream foolscap, ruled, for monthly reports of labor, &c	3 00	per ream.
100	sheets ruled monthly reports	03	per sheet.
5	quires monthly report of labor, cap size, ruled	12	per quire.
1,000	sheets pay-rolls, for mechanics and laborers, (clerk of yard)	02	per sheet.
12,000	printed tickets for naval storekeeper	50	per thousand.
2,500	sheets, for monthly pay-rolls	01	per sheet.
25	abstract sheets	01	per sheet.
1,250	abstract sheets, (chief engineer)	01	per sheet.
6	quires printed receipts, (paymaster)	15	per quire.
10	quires muster-rolls	15	per quire.
5	quires pay and receipt rolls, (paymaster)	15	per quire.
5	quires transfer accounts, (paymaster)	15	per quire.
5	quires certificates of transfer, (paymaster)	15	per quire.
5	quires requisitions for money, (paymaster)	15	per quire.
4	quires requisitions for workmen	25	per quire.
1	quire accounts current, (paymaster)	25	per quire.
10	quires printed blanks for supplies, &c	30	per quire.
49	1-quire cap books, half-bound, faint lined	20	each.
70	2-quire cap books, half-bound, faint-lined	50	each.
55	3-quire cap books, half-bound, faint-lined	60	each.
52	4-quire cap books, half-bound, faint-lined	70	each.
20	5-quire cap books, half-bound, faint-lined	90	each.
16	6-quire cap books, half-bound, faint-lined	1 00	each.
18	6-quire requisition books, demy, full-bound	6 00	each.

3	blank requisition books, 1 ream, (ship carpenter)	$0 50	each.
3	blank requisition books, 2 reams, (ship carpenter)	1 00	each.
3	blank requisition books, 3 reams, (ship carpenter)	1 50	each.
4	6-quire bill books, demy, full-bound	4 00	each.
6	6-quire receipt books, demy, full-bound	4 00	each.
12	6-quire letter books, demy, full-bound	5 00	each.
6	6-quire expenditure books, demy, full-bound	6 00	each.
36	6-quire requisition books, folio post, printed, half-bound	3 00	each.
30	4-quire order, receipt, and delivery books	1 00	each.
33	letter guard books, such as may be required	1 25	each.
1	contract or reservation book	1 00	each.
2	large blank blooks, for material expenditures, (plumber)	3 00	each.
4	account books, 15 inches long, 10 inches wide, 1½ inch thick, (mastmaker)	3 50	each.
3	4-quire demy books, faint-lined and ruled to pattern, with printed headings, half-bound, (commandant's office)	7 00	each.
2	books, register of shipments, per pattern	1 00	each.
1	ledger, per pattern, (master cooper)	1 75	each.
1	4-quire book, for vessel's stores, demy, full-bound, per pattern	5 00	each.
½	dozen calendar, printed and ruled, quartermen's time-books, per pattern	50	each.
2	alphabetical blank books, (ship carpenter)	30	each.
24	account books, small, (ship carpenter)	60	each.
2	order books, 8 quires each, (ship carpenter)	2 00	each.
2	order books, half-bound, (timber inspector)	1 00	each.
1	expenditure book, per sample, (timber inspector)	4 00	each.
2	guard books, for drawing, 25 to 33 inches, with strings	50	each.
1	guard book, for drawing, 42 by 48 inches, by 6 inches thick	15 00	each.
3	5-quire cap books, for time books, half-bound, faint-lined, (chief engineer)	1 00	each.
4	volumes log books, per pattern, 1864	4 00	each.
4	3-quire order books, cap, full-bound	50	each.
1	6-quire blank book, for return of labor on vessels building and repairing in the United States navy yard, New York	1 00	each.
18	duodecimo, gilt-edged memorandum books, faint-lined	1 00	each.
275	time books	50	each.
1	time book, for monthly account of expenditures, (smith's)	50	each.
14	sketch books	10	each.
6	field books	10	each.
2	abstract ledgers, per sample, (naval storekeeper)	1 00	each.
36	monthly day books	25	each.
36	quires pay-rolls, for mechanics and laborers, bound in 6 books, (clerk of yard)	2 00	per quire.
100	4-quire muster-roll books	2 00	each.
3	6-quire muster-roll books, (chief engineer)	4 00	each.
2	4-quire books, monthly report of vessels	40	each.
1	book, consolidated report of vessels	30	each.
1	book, consolidated report of labor	30	each.
1	pay and receipt roll book, 2 quires, half-bound, (paymaster)	40	each.
1	receipt book, 4 quires, half-bound, (paymaster)	50	each.
6	blank books, assorted, (sailmaker)	25	each.
220	memorandum books, assorted sizes and patterns	15	each.
400	labels for books, &c., assorted	01	each.
5	reams demy paper, ruled, 28 pounds per ream	3 00	per ream.
6	reams foolscap paper, ruled	3 00	per ream.
1	ream letter paper, ruled, per pattern	6 00	per ream.
10	quires blank mustering paper, per pattern	10	per quire.
4	reams folio post paper, faint-lined, 18 pounds per ream	2 00	per ream.
18	reams white foolscap paper, 13½ by 16½ inches, 16 pounds per ream, per pattern	6 00	per ream.
2	reams official cap paper, per pattern, (naval constructor)	9 00	per ream.

4 reams foolscap paper, printed and ruled	$5 00	per ream.
66 reams foolscap paper, faint-lined, per pattern	3 00	per ream.
2 reams foolscap paper, faint-lined, regulation ruled	3 00	per ream.
63 reams letter paper, faint-lined, 9 to 12 pounds per ream	2 50	per ream.
33 reams note paper, faint-lined, 5 pounds per ream, to be printed headings, if required	2 50	per ream.
1 ream log paper	4 00	per ream.
10 reams buff envelope paper, water-lined	3 00	per ream.
½ ream thick red blotting paper	3 00	per ream.
2¾ reams treasury blotting paper, 17 by 24 inches, assorted, to weigh 100 pounds to the ream	8 00	per ream.
36 sheets white blotters	25	per sheet.
5¾ reams Manilla wrapping paper, 24 by 36 inches, 55 pounds per ream	2 50	per ream.
230 sheets double elephant drawing paper, cold-pressed, Whatman's	20	per sheet.
75 sheets double elephant drawing paper, hot-pressed, Whatman's	20	per sheet.
144 sheets antiquarian drawing paper, per pattern, hot-pressed, Whatman's	1 00	per sheet.
74 sheets antiquarian drawing paper, per pattern, cold-pressed, Whatman's	1 00	per sheet.
48 sheets imperial drawing paper, hot-pressed, 90 pounds per ream	10	per sheet
48 sheets imperial drawing paper, cold-pressed, 90 pounds per ream	10	per sheet.
200 sheets American or German drawing paper, to be selected	15	per sheet.
1 roll canvas or linen-backed paper, 24 yards long, and of the greatest width made	5 00	per roll.
200 sheets double elephant tracing paper, double clarified	10	per sheet.
10 rolls tracing cloth or vellum, 24 and 30 yards long, and of the greatest width made	12 00	per roll.
48 sheets French tracing paper, 46 inches wide, best quality	15	per sheet.
10 rolls French tracing cloth, 24 yards long, 30 inches wide	15 00	per roll.
30 pounds refined gum Arabic, large	10	per pound.
28 dozen India-rubber bands, assorted	05	per dozen
12 sand boxes, hardwood	03	each.
10 paste brushes	02	each.
15 letter clips, assorted	10	each
21,000 self-sealing envelopes, official, assorted sizes and colors	6 00	per M.
20,000 self-sealing envelopes, letter and note, assorted sizes and colors, to be printed, per sample, if required	4 00	per M.
34 erasing knives, Rodgers's best, ivory and cocoa handles	10	each.
15 ivory paper-folders, nine inches long	20	each.
12 tin paper-cutters	05	each.
20 dozen pieces erasing gum, one ounce each	75	per dozen.
1 pound erasing gum	2 00	per pound.
1 dozen pieces Green's ink eraser	36	per dozen.
12 pieces vulcanized rubber	02	each.
4 pen-racks, assorted, to suit inkstands	06	each.
2 hones for sharpening instruments	10	each.
12½ dozen quart bottles black ink, equal to Maynard & Noyes's	3 00	per dozen.
1 dozen pint bottles black ink, equal to Maynard & Noyes's	1 75	per dozen
15 quart bottles Arnold's best writing fluid	25	each.
2 dozen bottles Arnold's red ink, (pints)	1 50	per dozen.
9 dozen bottles French carmine ink, (Guyot & Co.'s)	1 50	per dozen.
4 bottles carmine ink, half pints, (David's)	20	each.
36 inkstands, assorted, to be selected	30	each.
33 bottles mucilage, quarts and pints	15	each.
12 dozen papers pins, solid heads	20	per dozen.
22 gross black lead pencils, assorted, Faber's best	6 00	per gross.
44 dozen black lead pencils, Faber's hexagon, H H to 6 H	50	per dozen.
8 dozen black lead pencils, Faber's octagon, assorted numbers	60	per dozen.
4 dozen crayon pencils, assorted colors	30	per dozen.

2	dozen black lead pencils for marking lumber, per sample	$0 15	per dozen.
7	dozen red and blue pencils	60	per dozen.
16	dozen carpenter's lead pencils, Faber's No. 2	20	per dozen.
2	waste-paper baskets	25	each.
1	box eyelets, per pattern	10	per box.
6	bottles pounce and box	10	each.
4	hook files	05	each.
55	gross steel pens, barrels and nibs assorted, maker and quality as wanted	1 00	per gross.
2	boxes steel pens for making drawings, to be selected	2 00	per box.
1	brass stamp, (chief engineer's office)	1 00	each.
1	box with cushion, ink, and brush, complete	1 00	each.
20	penholders, assorted, with gold nibs, to be selected	1 00	each.
30	dozen penholders, assorted to suit pens	50	per dozen.
1,100	slate pencils, white soapstone	10	per 100.
38	penknives, 4 blades, equal to Rodgers's best	1 00	each.
425	swan quills, No. 80	60	per 100.
18	dozen pint papers black sand	10	per dozen.
1	Webster's Dictionary, unabridged	3 00	each.
6	log slates, large size, hardwood frames, double	50	each.
1	dozen slates, large size, 10 inches wide, 16 inches long	2 40	per dozen.
2	porcelain slates, large size	25	each.
4	pounds fine Turkey sponge, large pieces	40	per pound.
18	dozen pieces red tape, assorted	12	per dozen.
13	balls linen twine, assorted colors, 8 ounces each	10	per ball.
26	rolls silk taste, red, white, blue, and green	08	per roll.
2	pounds scarlet sealingwax	50	per pound.
1	pound scarlet wafers	50	per pound.
24	paper weights, assorted	10	each.
5	portfolios for drawings, assorted	1 00	each.
4	pairs scissors, large size, for cutting paper	50	per pair.
84	cakes Windsor & Newton's best water colors, selected	10	per cake.
24	cakes Windsor & Newton's best illuminating colors, selected	15	per cake.
12	pots Windsor & Newton's best moist colors, selected	30	per pot.
1	box water colors, Windsor & Newton's, in rosewood case with lock, &c	7 50	per box.
1	sponge glasses with sponge, complete	15	each.
12	pieces India-ink, best quality, 2 ounces each	08	per piece.
2	dozen drawing pens, German silver, assorted	1 00	per dozen.
16	dozen extra fine drawing or mapping pens	10	per dozen.
8	drawing pens, ivory handles, German silver mounted, with joints	1 00	each.
3	dozen mapping pens, Gillott's	1 00	per dozen.
2	dozen camel's hair pencils, assorted, Lavil's, swan quills, Nos. 1 to 6	25	per dozen.
6	black sable hair pencils, assorted	20	each.
2	double-jointed ivory two-foot rules, marked to order	6 00	each.
5	ivory engineer's scales, 12-inch, as required	1 00	each.
1	half circle, with arms and vernier, 8 inches, German silver, (chief engineer)	10 00	each.
8	right-line drawing pens, pointed nibs, ivory handles	50	each.
4	pairs German silver double-jointed compasses, 6 and 8 inch, with pencil and pens, wheel legs, complete	6 00	each.
2	pairs 4½-inch dividers, ivory handles, German silver	3 00	each.
2	bow pencils, small	50	each.
1	pair spring steppers, 3-inch	5 00	each.
1	pair spring pens, 3-inch	50	each.
1	pair spring pencils, 3-inch	50	each.
6	nests color saucers, 3 to 4 inches, ground together	30	per nest.
1	set drawing instruments, German silver, large size, complete, to be selected, (chief engineer)	60 00	per set.
1	set drawing instruments, per sample, naval constructor	50 00	per set.
2	sets paper scales, 18 pieces each set	5 00	per set.
1	ivory scale, architect's, 12-inch	1 00	each.

3 ebony T squares, large size	$2 00	each.
9 triangles, 3 pieces ebony and boxwood, large size	25	each.
1 set curves for drawing, French, 24 pieces, white holly	9 00	per set.
1 set French curves	3 00	per set.
3 triangular scales, 12 inches, as may be selected	1 50	each.
4 triangular scales, 18 inches long, standard, marked to order, (chief engineer)	3 00	each.
4 flat boxwood scales, 24 inches long, marked to order, (chief engineer)	1 00	each.
1 German silver beam compass, with pen and pencil, complete	10 00	each.
1 German silver beam compass, with pen and pencil, complete, with three bars 48 inches long	12 00	each.
3 pounds white glue, as may be selected	20	per pound.
30 cut glass tumblers, half-pints, best quality	10	each.
3 feather dusters for drawing, &c	50	each.
4 chamois skins for instruments	50	each.
2 calendars, daily, to be selected	30	each.
2 letter racks, to be selected	50	each.

All stationery to be first class and per pattern, and all drawing materials and instruments to be of the very best quality, to be selected if desired; to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 27, 1863.

Class No. 20, hay and straw.

100 tons (of 2,240 pounds each) first quality loose timothy hay	$23 00	per ton.
5 tons (of 2,240 pounds each) straw, in bundles of 3 pounds or over	15 00	per ton.

All to be delivered, in equal quantities, within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

W. M. SHIPMAN. DATE OF CONTRACT, AUGUST 3, 1863.

Class No. 21, provender.

100,000 pounds Indian meal	$0 01 6/10	per pound.
100,000 pounds ground feed	01 7/10	per pound.
2,500 bushels oats, 32 pounds to the bushel	74	per bushel.
1,500 bushels ship stuff	10	per bushel.
3 sacks salt	1 00	per sack.

All to be delivered, in equal quantities, within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

EDWARD FOX. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 22, charcoal.

',000 bushels hard wood charcoal	$0 25	per bushel.
12 barrels pulverized sea coal	2 50	per barrel.
10 barrels pulverized charcoal, hard wood	3 00	per barrel.

All to be delivered, in equal quantities, within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class No. 23, belting, packing, and hose.

16 sides white-oak-tanned harness leather, 24 pounds to the side—say 384 pounds	$0 45	per pound.
39 sides best white-oak-tanned lacing leather, per sample	3 00	per side.
1 side white-oak-tanned pump leather, not less than 30 pounds	45	per pound.

10 sides white-oak-tanned pump leather	$13 50	per side.
6 sides leather, suitable for fly-nets	6 00	per side.
25 sides bellows leather	6 00	per side.
20 sides hose leather	6 00	per side.
4 sides breeching leather, white-oak-tanned	6 00	per side.
1 side rawhide, $\frac{1}{4}$ inch thick, for scroll-saw straps	5 00	per side.
1½ dozen tanned deer skins, for belt lacing	24 00	per dozen.
14 sheepskins, large size	1 00	each.
150 pounds sheet rubber packing, with cloth insertion, $\frac{1}{16}$ to $\frac{4}{16}$ inch thick	1 00	per pound.
200 pounds sheet rubber packing, without cloth insertion, $\frac{1}{2}$ to 1 inch thick	1 00	per pound.
50 pounds sheet rubber, $\frac{1}{8}$-inch	1 25	per pound.
30 pounds round rubber packing, with duck outside, $\frac{3}{8}$ to $\frac{7}{8}$ inch in diameter	1 25	per pound.
200 pounds valve rubber, $\frac{5}{8}$-inch, pure gum	1 25	per pound.
250 feet 12-inch oak-tanned, machine-stretched, and riveted single-leather belting	1 30	per foot.
875 feet 6-inch oak-tanned, machine-stretched, and riveted single-leather belting	60	per foot.
500 feet 5-inch oak-tanned, machine-stretched, and riveted single-leather belting	48	per foot.
850 feet 4-inch oak-tanned, machine-stretched, and riveted single-leather belting	36	per foot.
400 feet 3½-inch oak-tanned, machine-stretched, and riveted single-leather belting	32	per foot.
1,250 feet 3-inch oak-tanned, machine-stretched, and riveted single-leather belting	28	per foot.
1,000 feet 2½-inch oak-tanned, machine-stretched, and riveted single-leather belting	24	per foot.
1,000 feet 2-inch oak-tanned, machine-stretched, and riveted single-leather belting	20	per foot.
300 feet 8-inch oak-tanned, machine-stretched, and riveted double-leather belting	1 60	per foot
300 feet 6-inch oak-tanned, machine-stretched, and riveted double-leather belting	1 10	per foot.
200 feet 5-inch oak-tanned, machine-stretched, and riveted double-leather belting	94	per foot.
100 feet 1½-inch white-oak-tanned single-leather belting	14	per foot.
100 feet 2-inch white-oak-tanned single-leather belting	20	per foot.
200 feet 2½-inch white-oak-tanned single-leather belting	24	per foot.
100 feet 3-inch white-oak-tanned single-leather belting	29	per foot.
150 feet 4½-inch white-oak-tanned single-leather belting	42	per foot.
100 feet 3½-inch white-oak-tanned double-leather belting	65	per foot.
250 feet 4-inch white-oak-tanned double-leather belting	74	per foot.
25 feet $\frac{3}{8}$-inch diameter India-rubber tubing	25	per foot.
25 feet $\frac{5}{8}$-inch diameter India-rubber tubing	25	per foot.
400 feet India-rubber leading hose, 1-inch, 3-ply, with couplings, complete	45	per foot.
300 feet India-rubber leading hose, 2-inch, 3-ply, with couplings to suit yard hose	75	per foot.
1,000 feet leather leading hose, yard size, 3-inch, with Lanton & Bliss couplings to suit fire engines and hydrants	1 20	per foot.
6 lengths leather suction hose, yard size, 6-inch, with couplings, complete, to suit yard engines	30 00	per length.
30 chamois skins, large size	50	each.

All to be delivered, in equal quantities, within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

H. D. Stover. Date of contract, August 12, 1863.

Class No. 24, sperm and lubricating oils.

2,540 gallons pure winter-strained sperm oil, best quality, to be subject to the usual yard tests, viz: for specific gravity, by burning, and others if necessary	$1 30	per gallon.

0 gallons lard oil, best quality	$0 75	per gallon.
0 gallons neat's-foot oil, best quality	80	per gallon.
0 barrels fish oil, best quality	95	per gallon.

l to be delivered, in suitable and tight barrels or vessels, in equal quantities, within five, eight, and eleven months from July 1, 1863, or earlier if required.

FELIX CAMPBELL. DATE OF CONTRACT, JULY 28, 1863.

Class No. 25, iron work, piping, &c.

0 feet wrought-iron pipe, ⅜-inch, with couplings	$0 08	per foot.
0 feet wrought-iron pipe, ½-inch, with couplings	09	per foot.
0 feet wrought-iron pipe, ¾-inch, with couplings	11	per foot.
0 feet wrought-iron pipe, 1-inch, with couplings	15	per foot.
0 feet wrought-iron pipe, 1¼-inch, with couplings	22	per foot.
0 feet wrought iron pipe, 1½-inch, with couplings	25	per foot.
0 feet wrought-iron pipe, 2-inch, with couplings	37	per foot.
0 feet wrought-iron pipe, 3-inch, with couplings	1 00	per foot.
0 wrought iron nipples, extra, assorted sizes	30	each.
0 wrought-iron couplings, right and left hand, assorted sizes,	30	each.
0 wrought-iron couplings, right and left hand, 2 to 3 inches,	60	each.
0 reducers, cast-iron, 1½, 1¼, and 1 inch	37	each.
0 tees, cast-iron, assorted sizes	30	each.
2 branch tees, 4-inch openings, 1-inch pipe	1 00	each.
0 ⅜-inch drop tees	10	each.
0 cast-iron elbows, ½-inch	10	each.
0 cast-iron elbows, ¾-inch	12	each.
5 cast-iron elbows, 1-inch	15	each.
2 cast-iron elbows, 1¼-inch	20	each.
2 cast iron elbows, 1½-inch	25	each.
2 cast-iron elbows, 2-inch	36	each.
6 cast-iron elbows, 3-inch	1 00	each.
0 drop elbows, ⅜-inch	10	each.
0 cast-iron plugs, 3, 2, and 1½ inch	50	each.
0 cast-iron plugs, ¼, 1, and ¾ inch	10	each.
3 globe valves, brass, 3-inch	12 00	each.
3 globe valves, brass, 2-inch	7 00	each.
6 globe valves, brass, 1½-inch	5 00	each.
8 globe valves, brass, 1¼-inch	4 00	each.
2 globe valves, brass, 1-inch	3 00	each.
0 globe valves, brass, ¾-inch	2 00	each.
6 globe valves, brass, ½-inch	1 00	each.
6 check valves, brass, angle and line, ½ to 1 inch	2 00	each.
6 unions, iron, 2-inch	1 00	each.
2 unions, iron, 1-inch	75	each.
8 unions, brass, 1¼-inch	1 00	each.
.6 unions, brass, 1-inch	75	each.
2 unions, brass, ¾-inch	50	each.
2 unions, brass, ½-inch	40	each.
00 pounds iron flanges, tapped to fit pipes, from ½ to 3 inch	08	per pound.
4 brass service cocks, ½ to ¾ inch	1 00	each.
3 heating coils, with iron casings and marble slab, similar to those in the armory at this yard	30 00	each.
6 steam metal expansion joints for ½-inch pipe	1 00	each.
1 heater for 1-inch pipe, complete	18 00	each.
1 heater for ¾-inch pipe, complete	15 00	each.
(The wrought-iron pipe to be cut as directed.)		
75 bushings, assorted sizes	30	each.
30 lock nuts, assorted sizes	30	each.
100 gas brackets, with two swing joints	1 00	each.
50 gas pendants, with rubber swing	1 50	each.
5 pounds gas-fitters' cement	30	per pound.

All to be delivered in equal quantities within two, five, eight, and eleven months, from y 1, 1863, or earlier if required.

C. W. Scofield. Date of contract, July 31, 1863.

Class No. 26, augers.

25 ship augers, without screws, $\frac{5}{8}$-inch	$0 35	each.
25 ship augers, without screws, $\frac{6}{8}$-inch.	40	each.
25 ship augers, without screws, $\frac{7}{8}$-inch.	50	each.
25 ship augers, without screws, $\frac{8}{8}$-inch	50	each.
25 ship augers, without screws, $\frac{9}{8}$-inch	50	each.
25 ship augers, without screws, $\frac{10}{8}$-inch	50	each.
19 dozen ship augers, without screws, from $\frac{8}{16}$ to $\frac{30}{16}$ inch, for mast-maker	6 00	per dozen.
72 screw augers, with screws, assorted $\frac{1}{2}$ to 3 inch	50	each.
97 screw augers, with graduated screws, $\frac{1}{2}$ to 3 inch	50	each.
3 dozen pod augers, $\frac{19}{16}$-inch	6 00	per dozen.
3 dozen pod augers, $\frac{17}{16}$-inch	6 00	per dozen.
3 dozen pod augers, $\frac{15}{16}$-inch	6 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, $1\frac{1}{4}$-inch, (mast-maker)	6 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, $1\frac{1}{2}$-inch, (mast-maker)	8 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, $1\frac{3}{4}$-inch, (mast-maker)	10 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, 2-inch, (mast-maker)	12 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, $2\frac{1}{4}$-inch, (mast-maker)	15 00	per dozen.
$\frac{1}{2}$ dozen double-bit augers, with screw, $2\frac{1}{2}$-inch, (mast-maker)	18 00	per dozen.
12 dozen auger bits, $\frac{4}{16}$ to $1\frac{1}{2}$ inch, assorted, as per pattern	3 50	per dozen.
6 dozen centre bits, from $\frac{3}{16}$ to 2 inch, assorted	2 00	per dozen.
96 screw dowell bits, from $\frac{3}{16}$ to $\frac{7}{8}$ inch	1 00	each.
90 pod bits, shank, six inches long, $\frac{3}{16}$ to $\frac{5}{16}$ inch	50	each.
70 pod bits, shank, nine inches long, $\frac{3}{16}$ to $\frac{3}{4}$ inch	50	each.
25 dozen plug bits, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch, assorted, of the best quality made, (joiner)	3 00	per dozen.
3 dozen plug bits, $\frac{10}{16}$-inch	3 00	per dozen.
4 dozen plug bits, $\frac{12}{16}$-inch	4 00	per dozen.
5 dozen plug bits, $\frac{14}{16}$-inch	4 00	per dozen.
4 dozen plug bits, $\frac{16}{16}$-inch	3 00	per dozen.
6 dozen plug bits, $\frac{18}{16}$-inch	5 00	per dozen.
3 dozen plug bits, $\frac{20}{16}$-inch	6 00	per dozen.

All to be delivered in equal quantities within two, five, eight, and eleven months from July 1, 1863, or earlier if required.

Edwin L. Brady. Date of contract, July 31, 1863.

Class No. 27, anthracite coal.

3,500 tons (2,240 pounds) steamer-size Black Heath or Locust Mountain coal, screened for steam boilers	$7 00	per ton.
350 tons steamboat-size Lackawanna coal, (2,240 pounds.) for naval hospital	6 00	per ton.
300 tons (2,240 pounds) Black Heath anthracite coal, for brass furnaces	7 00	per ton.
700 tons (2,240 pounds) Lehigh Sugar Loaf coal, lump, screened for foundry use	7 00	per ton.
200 tons range or egg-size Lackawanna coal, (2,240 pounds,) for naval hospital	6 00	per ton.
600 tons (2,240 pounds) gray ash anthracite coal, egg size	7 00	per ton.
200 tons (2,240 pounds) gray ash anthracite coal, stove size	5 00	per ton.

All of the above coal is to be of the best quality of its kind; to be delivered on or before the 1st day of December, 1863. It is to be placed by the contractor in carts provided by the government; and the quantity delivered is to be paid for at the weight of the navy yard scales The coal for the hospital is to be delivered at the naval hospital, Brooklyn.

Edwin L. Brady. Date of contract, July 31, 1863.

Class No. 30, semi-bituminous Broad Top coal.

6,000 tons (2,240 pounds) Broad Top coal, the run of the mines, for smithery	$8 00	per ton

ll of the above coal is to be of the best quality of its kind; to be delivered on or before 1st day of December, 1863. The contractor is to place it in carts provided by the ernment; and the quantity delivered is to be paid for at the weight of the navy yard es.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class No. 31, copper and composition nails.

pounds ingot copper	$0 28	per pound.
pounds round bolt copper, $\frac{1}{4}$ to $\frac{1}{2}$ inch	29	per pound.
pounds brazier's copper, thickness as directed	35	per pound.

ll to be delivered in equal quantities, within two, five, eight, and eleven months from 1, 1863, or earlier if required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class A, hose carriage.

se carriage, to be made according to directions, to be furnished at this yard	$300 00	each.

be delivered when required.

WRIGHT & BROOKE. DATE OF CONTRACT, JULY 29, 1863.

Class B, officers' houses.

block of three officers' houses, to be located east of the present surgeon's use, and of the following general description: To be "English basement" uses, three stories high, with French roof, the block 40 by 67 feet, on the ound, built of brick, with brownstone window and door caps, slated d tinned roof. The foundation to be built by the government. Plans d specifications may be seen at the office of the constructing engineer of e New York navy yard, under whose superintendence the work will be ne. Complete $14,925 00

lders to state how soon after the foundations are finished they will complete their con- and deliver up the building ready for use.

WRIGHT & BROOKE. DATE OF CONTRACT, JULY 29, 1863.

Class C, foundry building.

foundry building, to be located on the new purchase near Flushing av- ue, and of the following general description: The building will be about 5 by 350 feet; the walls about 31 feet high, of bricks; water-table and or trimmings of granite; window caps and sills of iron; roof of wood d slates. The foundation to be built by the government. Plans and ecifications may be seen at the office of the constructing engineer of the w York navy yard, under whose superintendence the work will be done. mplete $76,786 00

lders to state how soon after the foundations are finished they will complete their con- and deliver up the building ready for use.

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ule of materials required for the United States navy yard at Brooklyn, New York, for the year ending June 30, 1864, for ordnance.

HIRAM H. COATES. DATE OF CONTRACT, AUGUST 22, 1863.

Class D, white pine, &c., seasoned.

000 feet, board measure, white pine, $\frac{5}{8}$-inch, No. 1	$40 00	per M.
000 feet, board measure, white pine, 1-inch, No. 1	40 00	per M.

10,000 feet, board measure, white pine, 1¼-inch, No. 1	$40 00	per M.
10,000 feet, board measure, white pine, 1½ inch, No. 1	40 00	per M.
10,000 feet, board measure, white pine, 1-inch, No. 2	38 00	per M.
150,000 feet, board measure, white pine, 1¾ inch by 6½ inches	38 00	per M.
100,000 feet, board measure, white pine, 2 inches by 7½ inches	38 00	per M.
125,000 feet, board measure, white pine, 2¼ inches by 8½ inches	37 00	per M.
200,000 feet, board measure, white pine, 2½ inches by 9½ inches	37 00	per M.
400,000 feet, board measure, white pine, 3 inches by 11½ inches	37 00	per M.
500,000 feet, board measure, white pine, 4 inches by 15½ inches	36 00	per M.
150 pieces hogshead headings, per sample at yard	35	each.
262 pipe staves, per sample at yard	34	each.
1,000 barrel hoop-poles, per sample at yard	80 00	per M.

To be delivered as required.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class E, lignumvitæ.

7 tons lignumvitæ, 4 to 6 inches	$35 00	per ton.
7 tons lignumvitæ, 10 to 12 inches	45 00	per ton.
20 tons lighumvitæ, 15 to 16 inches	70 00	per ton.

To be of the best quality St. Domingo lignumvitæ, straight, round, free from shakes, cracks, and other defects, and in length not less than 4 feet, the ton being 2,240 pounds.

To be delivered as required.

B. G. CLARKE. DATE OF CONTRACT, JULY 26, 1863.

Class F, pig iron.

500 tons No. 1 best charcoal pig iron, (the ton to be of 2,240 pounds)	$52 00	per ton.
1,000 tons No. 1 best anthracite pig iron, (the ton to be of 2,240 pounds)	30 50	per ton.

To be delivered in quantities not less than 50 tons, as required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class G, sand for casting shells.

300 tons Mallory's moulding sand, (the ton to be of 2,240 pounds)	$2 40	per ton.

To be delivered as required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class H, spelter.

15,000 pounds Silesian spelter	$0 7 9/10	per pound.

To be delivered as required.

WILLIAM BRAND. DATE OF CONTRACT, JULY 27, 1863.

Class I, flax canvas and twine.

150 bolts No. 1 flax canvas, 24 inches wide	$20 14	per bolt.
150 bolts No. 2 flax canvas, 24 inches wide	19 30	per bolt.
150 bolts No. 3 flax canvas, 24 inches wide	18 46	per bolt.
150 bolts No. 4 flax canvas, 24 inches wide	17 62	per bolt.
150 bolts No. 5 flax canvas, 24 inches wide	16 79	per bolt.
150 bolts No. 6 flax canvas, 24 inches wide	15 94	per bolt.
250 bolts heavy ravens duck	17 00	per bolt.
500 pounds flax whipping twine	60	per pound.
1,500 pounds flax sewing twine	60	per pound.

The flax canvas to be 24 inches wide, and each bolt to contain 40 running yards.

To be delivered as required.

H. D. STOVER. DATE OF CONTRACT, AUGUST 12, 1863.

Class J, copper.

125 sheets 16-ounce copper—say 583 pounds	$0 35	per pound.
50 sheets 26-ounce copper—say 180 pounds.	35	per pound.
100 sheets 32-ounce copper, cold rolled—say 933 pounds	38	per pound.
300 sheets 13-pound copper—say 3,900 pounds	40	per pound.
500 sheets 20-pound copper—say 10,000 pounds	38	per pound.
100 sheets 28-pound copper—say 2,800 pounds	40	per pound.
25 sheets 39-pound copper—say 975 pounds	38	per pound.
60 sheets 60 pound copper—say 3,600 pounds	45	per pound.
25 sheets 30-pound copper—say 750 pounds	40	per pound.
50 sheets 40-pound copper—say 2,000 pounds	40	per pound.
15,000 pounds bolt copper, assorted sizes	35	per pound.

To be delivered as required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class K, leather.

1,000 sides flap leather	$7 25	per side.
500 sides body leather	6 45	per side.
280 sides loop leather	6 45	per side.
240 sides pocket leather	5 00	per side.
240 sides inside flap leather	6 00	per side.
320 sides scabbard leather	6 25	per side.
200 sides light flap leather	6 00	per side.
480 sides fire-bucket leather	6 50	per side.
80 sides passing-box leather	9 25	per side.
100 sides bridle leather	7 25	per side.
6 sides patent leather	4 00	per side.
400 hides buff leather	14 00	per hide.
300 buckskins	2 00	each.
500 lambskins in wool, (wool three inches long,)	3 00	each.
300 sheepskins, dressed	1 00	each.
300 sheepskins, in wool	2 00	each.

To conform to sample. To be delivered as required.

F. G. GREENE. DATE OF CONTRACT, AUGUST 5, 1863.

Class L, wrought-iron tubing.

, 000 feet wrought-iron tubing $\frac{1}{4}$-inch bore, $\frac{13}{16}$ inch diameter, (as per sample,)	$0 30	per foot.

To be delivered as required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class M, files.

2 gross flat bastard files, 16-inch, Stubs's	$133 50	per gross.
2 gross flat bastard files, 14-inch, Stubs's	79 00	per gross.
2 gross flat bastard files, 12-inch, Stubs's	59 00	per gross.
2 gross flat bastard files, 10-inch, Stubs's	40 00	per gross.
2 gross half-round bastard files, 16-inch, Stubs's	125 00	per gross.
2 gross half-round bastard files, 14-inch, Stubs's	85 50	per gross.
2 gross half-round bastard files, 12-inch, Stubs's	61 00	per gross.
2 gross half-round bastard files, 10-inch, Stubs's	41 00	per gross.
2 gross flat smooth files, 10-inch, Stubs's	60 00	per gross.
2 gross square bastard files, 14-inch, Stubs's	79 00	per gross.
2 gross mill-saw files, 8-inch, Stubs's	27 00	per gross.
2 gross fine cut files, 8-inch, Stubs's	30 00	per gross.
2 gross taper files, 4$\frac{1}{2}$-inch, Stubs's	18 00	per gross.
1 gross taper files, 3$\frac{1}{2}$-inch, Stubs's	14 50	per gross.
3 gross square files, 14-inch, Stubs's	70 00	per gross.
40 gross rat-tail files, assorted	118 00	per gross.

All to be of the very best quality. To be delivered as required.

H. D. Stover. Date of contract, August 12, 1863.

Class N, brass and iron screws.

100 gross brass screws, 3 inches, No. 24, gimlet points	$4 00	per gross.
100 gross brass screws, 2¾ inches, No. 24, gimlet points	3 00	per gross.
90 gross brass screws, 2½ inches, No. 24, gimlet points	2 75	per gross.
90 gross brass screws, 2¼ inches, No. 22, gimlet points	2 50	per gross.
90 gross brass screws, 2 inches, No. 20, gimlet points	2 25	per gross.
90 gross brass screws, 2 inches, No. 16, gimlet points	2 25	per gross.
90 gross brass screws, 1¾ inch, No. 20, gimlet points	2 00	per gross.
90 gross brass screws, 1½ inch, No. 14, gimlet points	2 00	per gross.
70 gross brass screws, 1¼ inch, No. 14, gimlet points	2 00	per gross.
70 gross brass screws, 1 inch, No. 16, gimlet points	1 75	per gross.
70 gross iron screws, 3 inches, No. 24, gimlet points	3 00	per gross.
70 gross iron screws, 2¾ inches, No. 24, gimlet points	2 75	per gross.
60 gross iron screws, 2½ inches, No. 22, gimlet points	1 75	per gross.
60 gross iron screws, 2¼ inches, No. 20, glmlet points	1 50	per gross.
60 gross iron screws, 2 inches, No. 18, gimlet points	1 10	per gross.
50 gross iron screws, 1¾ inch, No. 14, gimlet points	1 00	per gross.
50 gross iron screws, 1 inch, No. 16, gimlet points	70	per gross.

All to be of the best quality. To be delivered as required.

H. D. Stover. Date of contract, August 12, 1863.

Class O, iron, round, flat, and square.

200,000 pounds round iron, assorted sizes	$0 04	per pound.
250,000 pounds flat iron, assorted sizes	03½	per pound.
175,000 pounds square iron, assorted sizes	04	per pound.
150,000 pounds thimble iron, assorted sizes	05	per pound.
10,000 pounds hammered Ulster iron, assorted sizes	06	per pound.

The iron to be of the best refined American manufacture, to be true to the sizes required, free from all defects; the round and square iron to be in lengths from 12 to 20 feet; the flat iron of six inches in width and under, in lengths of 20 to 35 feet if required. To be delivered as required.

C. W. Scofield. Date of contract, July 31, 1863.

Class P, paints, oils, &c.

5,000 pounds white lead, dry, in 100-pound kegs	$0 09	per pound.
20,000 pounds white lead, in oil, pure, in 100-pound kegs	09	per pound.
50,000 pounds red lead, dry, in 100-pound kegs	10	per pound.
200 pounds patent dryer, English	16	per pound.
2,000 pounds whiting, best, English	02	per pound.
50 pounds chrome yellow	03	per pound.
50 pounds Prussian blue	1 50	per pound.
500 pounds litharg e	12	per pound.
180 gallons spirits of turpentine, soft and clear, in barrels	3 00	per gallon.
1,000 gallons linseed oil, raw, in barrels	1 25	per gallon.
16,000 gallons linseed oil, boiled, best quality, in barrels	1 30	per gallon.
50 gallons harness varnish	2 50	per gallon.
50 gallons buff dye, as per sample	2 50	per gallon.
100,000 pounds black paint, in 100-pound kegs	04½	per pound.
500 pounds lampblack	15	per pound.
1,000 pounds yellow ochre	03½	per pound.
500 pounds Venetian red	03½	per pound.
150 gallons neat's-foot oil, best	1 00	per gallon.
4,000 gallons sperm oil, best winter-strained	1 70	per gallon.
100 gallons sweet oil, olive	2 50	per gallon.
2,000 pounds putty, in bladders	06	per pound.
2 dozen stencil brushes, as per sample	4 50	per dozen.

To be of the best quality, and delivered in tight and suitable vessels, as required.

WILLIAM A. POND & CO. DATE OF CONTRACT, JULY 29, 1863.

Class Q, drums.

25 drums, bass	$15	00	each.
50 drums, tenor	6	00	each.
30 drum heads, bass	1	75	each.
75 drum heads, tenor		80	each.
75 drum heads, tenor snares, sets		33	per set.

To be of the best quality, and delivered as required.

C. W. SCOFIELD. DATE OF CONTRACT, JULY 31, 1863.

Class R, hardware.

500 battle axes, as per sample	$1	00	each.
100 axes, with handles	1	00	each.
200 shovels, intrenching	1	00	each.
125 iron braces, No. 4	1	00	each.
175 screw wrenches, No. 15	1	20	each.
25 hand vices, 85 to 100 pounds each—say 2,250 pounds		16	per pound.
300 saddlers' awls	1	00	per 100.
100 saddlers' awls, handles	1	00	per 100.
50 grubbing hoes and pick-axes combined	1	00	each.
100 hammers, claw		40	each.
100 hammers, saddlers'		30	each.
100 knives, shoe		12	each.
50 pair sheep-shears		50	each.
75 pair lamp scissors		30	each.
150 dozen padlocks, brass, with keys $2\frac{1}{2}$ inches	19	00	per dozen.
1,800 yards jack-chain, No. 9		10	per yard.
15,000 brass buttons, as per sample		03	each.
2,000 pounds copper tacks, assorted sizes		60	per pound.
3,000 pounds iron tacks, assorted sizes		10	per pound.
150 pounds copper rivets, assorted sizes		60	per pound.
150 pounds copper burrs, assorted sizes		60	per pound.
200 composition sheave bouches, $2\frac{1}{8}$ by $1\frac{1}{2}$-inch	2	50	each.
200 composition sheave bouches, $1\frac{3}{8}$ by $\frac{3}{4}$-inch	2	50	each.
1,000 iron clinch rings, $\frac{7}{16}$-inch		04	each.
1,000 iron clinch rings, $\frac{9}{16}$-inch		04	each.
1,000 composition clinch rings, assorted		05	each.
300 pounds iron wire, No. 6		12	per pound.
2,500 pounds brass wire, assorted sizes		45	per pound.
500 pounds brass wire, $\frac{1}{2}$ round by $\frac{3}{8}$		50	per pound.
600 pounds wrought-iron ship spikes, 4-inch		06	per pound.
1,800 pounds iron cut spikes, assorted		05	per pound.
400 pounds copper nails, assorted		50	per pound.
3,000 pounds German steel, assorted		10	per pound.
1,500 pounds cast steel, octagon, Naylor's, assorted		20	per pound.
2,500 pounds cast steel, round, Naylor's, assorted		20	per pound.
1,500 pounds cast steel, flat, Naylor's, assorted		20	per pound.
10,000 pounds iron cut nails, 4*d*. to 40*d*		05	per pound.
1,200 pounds square iron nuts, assorted sizes		10	per pound.
1,200 pounds hexagon iron nuts, assorted sizes		14	per pound.
200 pounds spelter solder		35	per pound.
100 pounds escutcheon pins, $\frac{3}{8}$-inch, No. 16	1	09	per pound.
8,000 brass bayonet-scabbard tips		06	each.
9,000 brass waist-belt hooks		04	each.
12 gross iron roller buckles, 1 inch	1	50	per gross.
1 gross packing needles, assorted	4	00	per gross.
6 gross brass butts, cast, 2 by $1\frac{1}{4}$ inches	10	00	per gross.

To be delivered as required.

C. W. Scofield. Date of contract, July 31, 1863.

Class S, tin.

150 boxes IX tin, 14 by 20 inches	$14 00	per box.
300 boxes IC tin, 14 by 20 inches	12 00	per box.
200 boxes IXX tin, 14 by 20 inches	16 00	per box.
150 boxes DXX tin, 14 by 20 inches	16 00	per box.

To be delivered as required.

John J. Bingham. Date of contract, July 29, 1863.

Class T, ship chandlery.

6 dozen corn brooms	$2 50	per dozen.
2 dozen whitewash brushes, extra	8 00	per dozen.
3 dozen hand scrubbing brushes	1 50	per dozen.
1 dozen clamp scrubbing brushes	1 50	per dozen.
6 dozen hand dusting brushes	2 50	per dozen.
1 dozen marking brushes	08	per dozen.
1 dozen paint brushes, 00	5 00	per dozen.
3 dozen paint brushes, 000 to 00000	8 00	per dozen.
1 dozen sash tool brushes, French, No. 6	1 00	per dozen.
1 dozen sash tool brushes, French, No. 4	75	per dozen.
6 dozen glue brushes	5 00	per dozen.
1 dozen camel's hair brushes, lettering	25	per dozen.
300 gallons alcohol, 95 per cent	1 00	per gallon.
10 gallons copal varnish	3 00	per gallon.
2,000 pounds beeswax	50	per pound.
50 pounds borax	30	per pound.
80 pounds sperm candles	40	per pound.
50 pounds emery, assorted	10	per pound.
350 pounds coopers' white glue	40	per pound.
500 pounds brown soap, best	08	per pound.
1,400 pounds beef tallow, best	13	per pound.
450 pounds saddlers' thread, assorted numbers	80	per pound.
500 pounds shoe thread, as per sample	1 00	per pound.
500 pounds cotton waste for wiping, best cop	37	per pound.
250 pounds lampwick yarn	72	per pound.
200 gross lampwick, woven	1 60	per gross.
50 barrels sour flour	3 50	per barrel.
15 reams sandpaper, 0 to 4	4 00	per ream.
15 barrels coal tar, (not less than 30 gallons each)	1 75	per barrel.
300 pounds black lead, pulverized	01	per pound.
500 pounds worsted yarn, fine, for sewing, three strand	1 60	per pound.
500 pounds woolen thrumbs, four feet long	48	per pound.
6 dozen mounted palms, for sewing	4 90	per dozen.
50 pounds gum shellac	1 10	per pound.
50 pounds camphor	1 25	per pound.
200 pounds pulverized charcoal	02	per pound.
100 reams cartridge paper, as per sample	5 00	per ream.
50 fifes, cocoa, B	55	each.
300 glass thick plates, as per sample	05	each.
150 Chinese gongs, size 15 to 20 inches, say 2,700 inches	67	per inch.
75 Argand's solar lamps, as per pattern	1 60	each.
12 dozen lamp chimneys, as per pattern	1 00	per dozen.
200 pounds gutta percha, as per sample	1 10	per pound.
1,000 balls saddlers' wax	2 00	per 100.
200 yards muslin, unbleached, 36 inches wide	16	per yard.
10 barrels lime	1 00	per barrel.
5,000 hickory butts, (in the rough,) as per sample	1 80	each.
1 dozen mops, woollen	50	per dozen.
1,500 yards green baize, as per sample	77	per yard.

To be delivered as required.

CORNELIUS BIGELOW. DATE OF CONTRACT, JULY 25, 1863.

Class U, stationery.

6	letter guard books	$1 00	each.
50	memorandum books	15	each.
3	ordnance requisition books, printed, per pattern	3 00	each.
3	receipt books, ruled, per pattern	1 00	each.
3	expenditure books, ruled, per pattern	6 00	each.
3	receipt books, 4 quires each	1 00	each.
3	expenditure books, 4 quires each	1 00	each.
2	bottles carmine ink, ½ pints	25	each.
12	bottles black ink, quarts, Maynard & Noyes's	3 00	per dozen.
6	bottles copying ink, pints, Arnold's	3 00	per dozen.
25	pieces India-rubber, prepared, 1 ounce each	05	each.
3	inkstands, glass	50	each.
6	erasers, ivory handle	15	each.
6	paper-folders, ivory	10	each.
6	penknives, 4 blades, Rogers's best	1 00	each.
3	gross albata pens	1 50	per gross.
3	dozen penholders to suit	12	per dozen.
12	dozen black lead pencils, Faber's, No. 3	50	per dozen.
6	reams foolscap paper, regulation ruled, as per sample	5 00	per ream.
6	reams foolscap paper, as per sample	5 00	per ream.
2	reams letter paper, printed head, as per sample	4 00	per ream.
4	reams note paper, printed head, as per sample	3 00	per ream.
1	ream buff envelope paper, best quality	4 00	per ream.
2	reams red and white blotting paper, best quality	5 00	per ream.
25	pieces red tape	01	each.
1	pound best red sealingwax	75	per pound.
5,000	self-sealing envelopes, assorted sizes and colors	6 00	per M.
1	ream blank invoices, double sheet, printed head	4 00	per ream.
1	ream blank invoices, single sheet, printed head	3 00	per ream.
1	ream blank invoices for shipments, long	4 00	per ream.
1	ream blank invoices for shipments, short	3 00	per ream.
3	letter copying books	2 00	each.
1	ordnance ledger	3 00	each.
2	books, 5 quires each	1 00	each.
5	reams bill-head, assorted	4 00	per ream.
6	bottles mucilage, ½ pints	25	each.
1	time book	1 00	each.
300	sheets pay-rolls	02	per sheet.
1	dozen time books, small	10	per dozen.

All the foregoing articles to be of the best quality, and as per sample in Ordnance office, and to be delivered as required.

Schedule of materials required at the United States navy yard, Philadelphia, Pennsylvania, for the year ending June 30, 1864.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 1, bricks.

10,000 paving bricks	$10 00	per M.
20,000 wedge fire-bricks	46 00	per M.

To be delivered as required.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 2, stone.

25 perches best building stone	$4 00	per perch.
3,100 running feet flag stones, 20 inches wide, not less than 4 inches thick	35	per running ft.
425 team loads cobble stones for paving	2 50	per load.

To be delivered as required.

LEWIS THOMPSON & CO. DATE OF CONTRACT, JULY 30, 1863.

Class No. 5, oak and hardwood.

1,000 board feet white oak boards, 1-inch	$40 00	per M feet.
500 board feet white oak plank, 1½-inch	40 00	per M feet.
500 board feet white oak plank, 2-inch	45 00	per M feet.
1,000 board feet 1-inch straight-grained seasoned white ash boards,	43 00	per M feet.
300 board feet 1½-inch straight-grained seasoned white ash plank	43 00	per M feet.
2,000 board feet 2-inch straight grained seasoned white ash plank,	43 00	per M feet.
1,000 board feet 2-inch straight-grained seasoned hickory plank,	45 00	per M feet.
2,000 board feet 3-inch straight-grained seasoned hickory plank,	45 00	per M feet.
1,000 pieces hickory, split from butt cuts, 3 feet long, 4 inches wide, 1¼ inch thick	90 00	per M pieces.
1,000 pieces hickory, split from butt cuts, 3 feet long, 3 to 6 inches wide, 1½ inch thick	100 00	per M pieces.
10 pieces hickory, 14 feet long, 7 by 7 inches=572 board feet,	45 00	per M feet.
300 sledge handles, hickory, sample at yard	15	each.
200 hammer handles, hickory, sample at yard	06	each.
300 tool handles, hickory, sample at yard	08	each.
250 board feet walnut boards, ⅝-inch	70 00	per M feet.
1,000 board feet walnut boards, 1-inch	70 00	per M feet.
200 board feet walnut plank, 2-inch	80 00	per M feet.
150 board feet walnut plank, 6-inch	80 00	per M feet.
250 board feet walnut veneers	03	per foot.
2 tons (2,240 pounds) lignumvitæ, St. Domingo, 6 to 16 inches diameter, not less than 3 feet long	65 00	per ton.

The above must be of the best material, free from sap and other defects, and sawed to square edges.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 6, white pine, spruce, juniper and cypress.

500 board feet ⅝-inch white pine boards	$30 00	per M feet.
1,000 board feet 1-inch white pine boards	30 00	per M feet.

11,000 board feet 1-inch 1st common white pine boards	$35 00	per M feet.
11,000 board feet 1½-inch 1st common white pine plank	35 00	per M feet.
11,000 board feet 2-inch 1st common white pine plank	35 00	per M feet.
5,000 board feet 3-inch 1st common white pine plank	32 00	per M feet.
40,000 board feet 2d common white pine, 1 to 2 inch	25 00	per M feet.
35,000 board feet 3d common white pine, 1 to 2 inch	20 00	per M feet.
1,000 board feet 1-inch cedar boards	90 00	per M feet.

Must be of the best quality seasoned stuff, and sawed to square edges.
To be delivered as required.

JOHN SCHAEFER. DATE OF CONTRACT, AUGUST 22, 1863.

Class No. 7, lime.

550 bushels wood-burnt lime	$0 24	per bushel.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 9, gravel and sand.

20 one-horse cart loads building sand	$1 20	per load.
60 two-horse cart loads screened gravel	1 45	per load.
1,000 team loads coarse gravel	1 45	per load.
200 one-horse cart loads Timber creek sand	2 00	per load.
100 barrels fire-sand	2 50	per barrel.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 11, iron, iron spikes, and nails.

1,900 pounds iron cut nails, from 4*d.* to 40*d.*	$0 05¼	per pound.
1,130 pounds iron wrought nails, from 6*d.* to 20*d.*	05½	per pound.
25 pounds iron finishing nails, 1¼ inch	06	per pound.
8,000 pounds flat iron, 1 to 6 inches wide, by ¼ to 2 inches thick,	04½	per pound.
2,000 pounds flat hammered iron, 3½ by ¾ inch	04¼	per pound.
2,000 pounds flat hammered iron, 4 by 1 inch	04¼	per pound.
4,000 pounds square iron, ¼ to 2 inches	04¼	per pound.
6,000 pounds round iron, ¼ to 2½ inches	04¼	per pound.

All of the iron to be of the best double-refined American manufacture, true to size, and lengths as required.
To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 12, steel.

3,000 pounds cast steel, square, 1 to 3 inches	$0 19	per pound.
2,000 pounds cast steel, octagon, ½ to 1 inch	19	per pound.
400 pounds cast steel, round, ½ to 1 inch	19	per pound.
400 pounds cast steel, flat shear, 4 by ⅜ inch	19	per pound.
250 pounds cast steel, flat shear, 3 by ½ inch	18	per pound.
250 pounds cast steel, flat shear, 2½ by ⅝ inch	18	per pound.
250 pounds English blister steel, brand L, 4 by 1 inch	18	per pound.
200 pounds best cast steel, from ½ to 2 inches, for taps	18	per pound.

The cast steel to be of Naylor & Co.'s best English refined.
To be delivered as required.

C. W. Scofield. Date of contract, August 4, 1863.

Class No. 14, files.

75 dozen tapered saw files, 3 to 6 inches	$1 00	per dozen.
11 dozen three-square tapered saw files, 8 inches	2 50	per dozen.
11 dozen three-square tapered saw files, 6 inches	1 50	per dozen.
25 dozen three-square tapered saw files, 5 inches	1 50	per dozen.
25 dozen three square tapered saw files, 4½ inches	1 00	per dozen.
13 dozen three-square tapered saw files, 4 inches	1 00	per dozen.
12 dozen three-square tapered saw files, 3½ inches	1 00	per dozen.
12 dozen hand-saw files, 4 inches	1 00	per dozen.
12 dozen hand-saw files, 6 inches	1 50	per dozen.
31 dozen mill-saw files, 8 to 12 inches	3 50	per dozen.
25 dozen flat mill-saw files, flat edges, 10 inches	3 50	per dozen.
2 dozen whipsaw files	1 50	per dozen.
1 dozen round second-cut files, 4 inches	2 50	per dozen.
2 dozen round second-cut files, 6 inches	2 50	per dozen.
2 dozen round second-cut files, 8 inches	2 50	per dozen.
2 dozen round second cut files, 10 inches	4 00	per dozen.
2 dozen round second-cut files, 12 inches	6 00	per dozen.
3 dozen round second-cut files, 14 inches	8 00	per dozen.
22 dozen cabinet files, 6 to 12 inches, assorted	3 50	per dozen.
15½ dozen flat bastard files, 4 inches	1 50	per dozen.
15½ dozen flat bastard files, 6 inches	1 50	per dozen.
10 dozen flat bastard files, 8 inches	2 00	per dozen.
17½ dozen flat bastard files, 10 inches	3 00	per dozen.
18 dozen flat bastard files, 12 inches	4 50	per dozen.
73 dozen flat bastard files, 14 inches, "Butcher's"	7 00	per dozen.
20 dozen flat bastard files, 16 inches	9 50	per dozen.
6 dozen square bastard files, 6 inches	1 50	per dozen.
10 dozen square bastard files, 8 inches	2 25	per pozen.
10 dozen square bastard files, 10 inches	3 50	per dozen.
12 dozen square bastard files, 12 inches	4 50	per dozen.
17½ dozen square bastard files, 14 inches	6 50	per dozen.
2 dozen round bastard files, 4 inches	1 50	per dozen.
4 dozen round bastard files, 6 inches	1 50	per dozen.
9½ dozen round bastard files, 8 inches	2 50	per dozen.
6 dozen round bastard files, 10 inches	3 50	per dozen.
6 dozen round bastard files, 12 inches	4 50	per dozen.
6 dozen round bastard files, 14 inches	6 50	per dozen.
2 dozen round bastard files, 4 to 10 inches	2 00	per dozen.
13½ dozen half-round bastard files, 6 inches	1 50	per dozen.
15½ dozen half-round bastard files, 8 inches	2 25	per dozen.
14 dozen half-round bastard files, 10 inches	3 50	per dozen.
24 dozen half-round bastard files, 12 inches, "Butcher's"	6 00	per dozen.
12 dozen half-round bastard files, 13 inches, "Butcher's"	6 50	per dozen.
43 dozen half-round bastard files, 14 inches	7 00	per dozen.
15½ dozen round taper bastard files, 6 inches	1 50	per dozen.
5½ dozen round taper bastard files, 8 inches	2 00	per dozen.
11 dozen round taper bastard files, 14 inches	6 50	per dozen.
4 dozen rat-tail bastard files, 14 inches	6 50	per dozen.
4 dozen safe-edge bastard files, 6 inches	1 50	per dozen.
6 dozen safe-edge bastard files, 8 inches	2 00	per dozen.
17 dozen safe-edge bastard files, 10 inches	4 00	per dozen.
6 dozen safe-edge bastard files, 14 inches	8 00	per dozen.
8 dozen safe-edge bastard files, 16 inches	12 00	per dozen.
1 dozen flat smooth files, 4 inches	2 00	per dozen.
4 dozen flat smooth files, 6 inches	2 00	per dozen.
6 dozen flat smooth files, 8 inches	3 00	per dozen.
10 dozen flat smooth files, 12 inches	6 00	per dozen.
12 dozen flat smooth files, 14 inches	8 00	per dozen.
2 dozen dead smooth files, 6 inches	3 00	per dozen.
2 dozen dead smooth files, 8 inches	5 00	per dozen.
2 dozen dead smooth files, 10 inches	6 00	per dozen.

2 dozen dead smooth files, 12 inches	$10 00	per dozen.
3 dozen dead smooth files, 14 inches	12 00	per dozen.
4 dozen half-round smooth files, 4 inches	2 00	per dozen.
11½ dozen half-round smooth files, 6 inches	2 00	per dozen.
13½ dozen half-round smooth files, 10 inches	3 00	per dozen.
8 dozen half-round smooth files, 10 inches	4 50	per dozen.
15½ dozen half-round smooth files, 12 inches	6 50	per dozen.
12 dozen half-round smooth files, 14 inches	9 00	per dozen.
7½ dozen safe-edge smooth files, 6 inches	2 50	per dozen.
9½ dozen safe-edge smooth files, 8 inches	3 50	per dozen.
4 dozen safe-edge smooth files, 10 inches	4 50	per dozen.
9½ dozen safe-edge smooth files, 12 inches	6 00	per dozen.
4 dozen safe-edge smooth files, 14 inches	9 00	per dozen.
3 dozen three-square tapered files, 4 inches	1 00	per dozen.
3 dozen three-square tapered files, 6 inches	1 50	per dozen.
3 dozen three-square tapered files, 10 inches	3 50	per dozen.
4 dozen three-square tapered files, 12 inches	9 00	per dozen.
6 dozen three-square tapered files, 14 inches	9 00	per dozen.
2 dozen three-square files, 6 inches	1 50	per dozen.
12 dozen key-ward files, assorted	1 50	per dozen.
2 dozen ward files	1 50	per dozen.
1 dozen horseshoe rasps, "Butcher's"	6 00	per dozen.
2 dozen wood rasps, 12 inches	3 00	per dozen.
24 dozen wood rasps, assorted	3 00	per dozen.
12 dozen wood rasps, half-round, 14 inches	6 00	per dozen.
13 dozen cabinet rasps, 6 to 12 inches, assorted	3 00	per dozen.

To be delivered as required.

C. W. Scofield. Date of contract, August 4, 1863.

Class No. 15, paints, oils, and glass.

3,500 pounds white lead, in oil, "Lewis's" pure	$0 10	per pound.
300 pounds red lead, dry, "Lewis's" pure	12	per pound.
1,200 pounds French zinc, in oil	16	per pound.
1,200 pounds Spanish brown, dry	01	per pound.
50 pounds chrome yellow, dry, pure	20	per pound.
50 pounds chrome green, dry, pure	25	per pound.
500 pounds kalsomine	01	per pound.
300 gallons linseed oil, raw	1 30	per gallon.
134 gallons spirits of turpentine	3 00	per gallon.
5 gallons furniture varnish	5 00	per gallon.
5 gallons outside varnish	5 00	per gallon.
100 gallons Japan dryer, "Wright's"	3 00	per gallon.
2,000 feet American glass, 8 by 10 inches, first quality	08	per 100 feet.
600 feet American glass, 10 by 14 inches, first quality	10	per 100 feet.

To be delivered as required.

Charles M. Ghriskey. Date of contract, July 28, 1863.

Class No. 16, ship chandlery.

3 chamois skins	$0 50	each.
6 dozen paint brushes, 00000	8 00	per dozen.
30 dozen paint brushes, 000000	12 50	per dozen.
30 dozen best sash tools, No. 10	3 00	per dozen.
30 dozen fitches, tin-bound, assorted	2 50	per dozen.
3 dozen marking fitches, tin-bound, assorted	1 75	per dozen.
6 dozen sable lettering pencils, assorted	70	per dozen.
12 dozen painters' dusters, large size	5 00	per dozen.
31 reams sandpaper, assorted	2 75	per ream.
½ dozen flat varnish brushes, assorted	8 00	per dozen.
2 dozen best window brushes, assorted	8 50	per dozen.
9 dozen best dusting brushes	4 00	per dozen.
2 dozen best clamp brushes	1 75	per dozen.

22 dozen hand scrubbing brushes, assorted sizes, best	$1	75	per dozen.
2 dozen long handled sweeping brushes, best	6	50	per dozen.
1 dozen long handled tar brushes, best	4	00	per dozen.
10 dozen short handled tar brushes, best	3	12	per dozen.
27 dozen whitewash brushes, 8-knots, best	4	00	per dozen.
48 dozen corn brooms, wire-fastened, best	3	00	per dozen.
5 dozen hickory brooms, best	2	00	per dozen.
6 dozen birch brooms, best	2	50	per dozen.
12 dozen 1 bushel hickory baskets, best	8	00	per dozen.
6 dozen ship buckets	11	00	per dozen.
122 water cans, iron bound and handles, best		75	each.
50 barrels fire clay	3	00	per barrel.
240 gallons coal tar		13	per gallon.
90 gallons raw tar		30	per gallon.
42 gallons tar oil	2	00	per gallon.
4 gallons oil of spike	3	25	per gallon.
84 gallons tanners' oil	3	00	per gallon.
3 horse blankets	4	00	each.
12 horse brushes		50	each.
3 fly nets, for horses	1	00	each.
12 currycombs		15	each.
12 curry cards		08	each.
2 dozen cart whips	5	00	per dozen.
8 ox-yokes, with bows, keys, bolt, and ring complete	5	00	each.
1 set wagon harness, single	18	00	per set.
84 gallons dubbin	1	25	per gallon.
35 bushels best table salt		75	per bushel.
240 pounds castile soap, best		14	per pound.
360 pounds brown soap, best		08½	per pound.
500 pounds best sperm candles		40	per pound.
30 pounds pumice-stone, pulverized		06	per pound.
5 pounds rotten-stone, pulverized		06	per pound.
10 pounds prussiate of potash		45	per pound.
25 pounds glue		20	per pound.
30 pounds Russian fish glue		65	per pound.
150 pounds best white glue		30	per pound.
10 pounds best sponge	1	50	per pound.
190 pounds washing soda		03¼	per pound.
80 pounds borax		30	per pound.
2,350 pounds white chalk		01	per pound.
230 pounds red chalk		05	per pound.
3,460 pounds tallow, beef		12	per pound.
10 pounds whipping twine		45	per pound.
2 pounds tufting twine		50	per pound.
25 pounds sewing twine		50	per pound.
10 pounds lampwick ball		70	per pound.
30 pounds cotton		50	per pound.
500 pounds cotton waste		30	per pound.
300 pounds white rags, assorted		10	per pound.
50 pounds curled hair		33	per pound.
25 pounds ground emery, assorted		15	per pound.
1 pound silver solder	2	50	per pound.
500 pounds best Manilla rope, 4 inches		16	per pound.
1,000 pounds best Manilla rope, 3½ inches		15	per pound.
1,500 pounds best Manilla rope, 3 inches		16	per pound.
1,250 pounds best Manilla rope, 2½ inches		15	per pound.
500 pounds best Manilla rope, 2¼ inches		16	per pound.
250 pounds best Manilla rope, 2 inches		17	per pound.
½ ream twilled emery cloth, assorted, from No. 00 to No. 1½	30	00	per ream.
1 ream Sibley's emery cloth, No. 80	35	00	per ream.
½ ream Sibley's emery cloth, No. 90	36	00	per ream.
½ ream Sibley's emery cloth, No. 100	36	00	per ream.
½ ream Sibley's emery cloth, No. 120	36	00	per ream.
½ ream Sibley's emery cloth, assorted	37	00	per ream.
3 pieces webbing	1	50	each.

2 pieces gimp	$2 00	each.
30 yards haircloth, 32 inches wide	2 25	per yard.
50 yards raven's duck	1 25	per yard.
4 sides elk leather for belt lacings	1 50	per side.
2 Calcutta kip-skins for belt lacings	2 00	per skin.
2 sides lacing leather	2 25	per side.
380 square feet double hair felting, for covering boiler, canvas on one side and plaster on the other; to be furnished and put on; sample at yard	30	per square foot.
800 black lead pots, Nos. 20, 40, 60, and 80, (40,000 Nos)	07¾	per number.
5,000 pounds sheet zinc, as required	13	per pound.
18 boxes sheet tin, XX, 14 by 20 inches	20 00	per box.
18 boxes sheet tin, X, 14 by 20 inches	16 50	per box.
1 large stove, cast-iron, cylinder	20 00	each.

To be delivered as required.

CHARLES M. GHRISKEY. DATE OF CONTRACT, JULY 28, 1863.

Class No. 17, hardware.

24 pair iron butt hinges, 2 to 4 inches	04	per pair.
12 pair iron butt hinges, 3 inches, loose	05	per pair.
12 pair brass butt hinges, 2½ inches	25	per pair.
6 dozen iron coat and hat hooks	12	per dozen.
24 iron rim locks, with brass knobs, 6 inches	1 00	each.
12 iron dead locks, 6 inches	50	each.
24 iron pad locks, 3 inches	25	each.
24 iron chest locks, 3½ inches	25	each.
48 iron drawer locks, 3 inches	25	each.
24 brass drawer locks, 2¾ inches	40	each.
12 brass wardrobe locks, 2¾ inches	40	each.
37 gross best iron screws, 1 to 1½ inch	45	per gross.
3 gross best iron screws, 1 inch, No. 11	40	per gross.
6 gross best iron screws, 1½ inch, No. 14	70	per gross.
2 dozen bed screws	33	per dozen.
2 dozen best wood saws, with frames	6 50	per dozen.
30 extra cast-steel handsaws, Disston's	1 75	each.
2 handsaws, Spear & Jackson's make	1 75	each.
4 tenon saws, cast-steel	1 25	each.
1 circular saw, Disston's, 18 inches diameter, Stubb's wire gauge, No. 11	5 70	each.
1 circular saw, Disston's, 22 inches diameter, Stubbs's wire gauge, No. 10	8 75	each.
3 circular saws, Disston's, 24 inches diameter, Stubbs's wire gauge, No. 10	10 50	each.
1 circular saw, Disston's, 26 inches diameter, Stubbs's wire gauge, No. 9, light	12 25	each.
1 circular saw, Disston's, 28 inches diameter, Stubb's wire gauge, No. 9	14 00	each.
3 circular saws, Disston's, 30 inches diameter, Stubbs's wire gauge, No. 9, heavy	17 70	each.
6 dozen jig saws, 2 feet long	4 50	per dozen.
1 dozen jig saws, 39 inches long, Disston's	8 00	per dozen.
2 cross-cut saws	2 40	each.
3 cross-cut saws, for lignumvitæ	4 50	each.
4 cross-cut saws, 4 feet 6 inches long	2 00	each.
5 cross-cut saws, 5 feet long	2 25	each.
24 cross-cut saws, averaging 4 feet 9 inches	2 25	each.
3 iron hack-saw frames, 12 to 14 inches	1 00	each.
6 hack-saw blades	35	each.
2 panel saws	1 25	each.
16 fine-tooth hack-saws	1 15	each.
4 compass saws	33	each.
2 rip saws	1 25	each.
2 sash saws	1 20	each.
2 keyhole saws and pads	40	each.

12 mill saws, "Disston's," 7 feet long, 8½ inches wide	$6 00	each.
12 muley saws, "Disston's," 7 feet long, 12 inches wide	13 50	each.
2 saw sets, "Akin's"	75	each.
4 grindstones, 30 inches diameter, 5 inches face	5 00	each.
6 cutting thrusts, ¼ to ⅞ inch	95	each.
2 pair ½-inch grooving planes	95	per pair.
6 pair grooving planes, with screw arms	3 20	per pair.
10 panel ploughs, with 8 bits each, boxwood face and arms	5 25	each.
2 quirk ploughs, sample at yard	6 00	each.
24 moulding planes, assorted	70	each.
26 R. H. beading planes, from ⅛ to 1 inch, 26 beads, straight, with square quirk	50	each.
9 pairs R. and L. H. beading planes, from ½ to 1½ inch, straight, with bevel quirks	1 50	per pair.
9 pairs R. and L. H. beading planes, ½ to 1½ inch, circular, with bevel quirks	1 50	per pair.
20 hollow planes, ¼ to 2½ inches, double iron	60	each.
2 smoothing planes, double iron	90	each.
4 smoothing planes, circular, double iron	1 00	each.
4 bollar planes, double iron	1 50	each.
20 round planes, double iron ¼ to 2½ inches	70	each.
1 jack plane, double iron	90	each.
1 fore plane, double iron	1 25	each.
6 sets double iron bench planes	3 00	per set.
33 rabbet planes, ½ to 2 inches, double iron	80	each.
1 toothing plane	1 00	each.
4½ dozen turners' chisels, ½ to 2 inches, assorted	5 00	per dozen.
5 dozen turners' gouges, ½ to 2 inches, assorted	6 00	per dozen.
48 block-makers' socket gouges, ½ to 3 inches	1 20	each.
48 block-makers' socket chisels, ⅝ to 3½ inches	90	each.
32 firmer chisels assorted, ¼ to 2 inches	20	each.
6 socket gouges, assorted, 1 to 2 inches	1 00	each.
24 socket chisels, assorted, ¼ to 2 inches	80	each.
8 sets sofa casters	40	per set.
9 dozen sofa springs	1 00	per dozen.
14 dozen best No. 3 shovels	9 00	per dozen.
2 dozen best steel shovels	8 00	per dozen.
2 dozen best mud spades	9 00	per dozen.
4 dozen best 4-prong chip forks	13 00	per dozen.
2 dozen best stable forks	9 00	per dozen.
3 dozen best wood axes, handled	12 00	per dozen.
4 round axes, block-makers	2 50	each.
2 broad-axes	2 25	each.
2 adzes	2 50	each.
50 hatchets, best quality	55	each.
13 pairs hand shears	2 25	per pair.
1 pair tinners' shears	4 50	per pair.
2 pairs bench shears, No. 00	13 50	per pair.
3 pairs bench shears, No 2	8 00	per pair
6 coppering shears	4 00	each.
3 stockshave knives	6 00	each.
12 pallet knives, assorted	25	each.
10 drawing knives, 12 inches	99	each.
12 hacking knives	25	each.
4 dozen shave hooks, for plumbers	5 00	per dozen.
24 plumbers' irons	50	each.
6 dozen hand ladles, 4 inches	2 00	per dozen.
12 soldering irons, round, 1¼ inch	50	each.
8 pairs, No. 20, crucible tongs, 25 pounds each, 200 pounds	11	per pound.
8 pairs, No. 40, crucible tongs, 30 pounds each, 240 pounds	11	per pound.
8 pairs, No. 60, crucible tongs, 40 pounds each, 320 pounds	10	per pound.
8 pairs, No. 80, crucible tongs, 50 pounds each, 400 pounds	10	per pound.
8 pairs hand tongs, 6 pounds each, 48 pounds	11	per pound.
9 pairs cutting nippers, 6 and 10 inches	1 00	per pair.
27 nail gimlets	05	each.

15 spike gimlets	$0 10	each.
24 hand bellows, small	50	each.
24 cast steel squares, assorted, marks cut deep	2 25	each.
12 pairs callipers, assorted	50	each.
2 pairs callipers, small	60	each.
3 pairs compasses, large	1 25	each.
12 pairs compasses, small	10	each.
2 pairs compasses, 6 to 12 inches	50	each.
12 pairs compasses, 12 inches, steel point	50	each.
1 wire gauge	3 00	each.
1 glaziers' diamond	6 00	each.
13 oil stones	10	each.
2 spirit levels	50	each.
2 steel tongue bevels	50	each.
2 steel tongue squares, 12 and 18 inches	1 75	each.
2 large iron braces	3 50	each.
9 Scotch braces and sets of bits, complete	4 25	each.
5 dozen nose bits, assorted, $\frac{1}{8}$ to $\frac{3}{8}$ inch	1 50	per dozen.
12 dozen car builders' bits, assorted, $\frac{1}{4}$ to $\frac{3}{8}$ inch	1 50	per dozen.
2 cases of awls	1 75	per case.
5 wire tape lines, 100 feet long	6 50	each.
1 wire tape line, 50 feet long	6 00	each.
2 ram lines, 300 feet each	10 00	each.
6 chalk lines, 60 feet each	15	each.
12 chalk lines, 120 feet each	15	each.
12 boxwood 2-feet rules, brass bound	75	each.
4 pairs round pliers, 6 and 10 inches	50	per pair.
24 pairs small pliers, assorted	25	per pair.
1 set cast steel letters and figures, $\frac{1}{4}$ inch	7 00	per set.
1 set cast steel letters and figures, $\frac{1}{8}$ inch	6 00	per set.
1 set screw stocks and dies, with taps, $\frac{5}{8}$ to $\frac{3}{16}$ inch	3 25	per set.
3 belt punches, assorted	15	each.
16 solid punches and chisels, Nos. 1 to 8	10	each.
200 pounds iron wire, $\frac{1}{4}$ to $\frac{3}{16}$ inch	06	per pound.
50 pounds iron rivets, assorted, 1 to 13 inches	06	per pound.
2,000 pounds block-makers' rivets, 1 to $2\frac{1}{2}$ inches	06	per pound.
25 pounds horseshoe nails	40	per pound.
25 pounds oxshoe nails	40	per pound.
75 papers iron cut tacks	03	per paper.
51 monkey wrenches, assorted	60	each.
12 monkey wrenches, 12 inches	80	each.
2 screw wrenches, wrought iron, 8 inches	62	each.
2 screw wrenches, wrought iron, 12 inches	80	each.
2 screw wrenches, wrought iron, 14 inches	1 44	each.
4 screw wrenches, wrought iron, 16 inches	1 60	each.
2 screw wrenches, wrought iron, 18 inches	2 50	each.
4 screw wrenches, wrought iron, 6, 10, and 14 inches	1 00	each.
2 screw wrenches, to open $2\frac{3}{4}$ inches	1 50	each.
4 iron hand vices, assorted	1 00	each.
1 bench vice, iron	1 00	each.
8 wrought iron vices, 80 pounds each, solid boxes	9 00	each.
2 wrought iron vices, 80 to 100 pounds each, solid boxes	10 50	each.
4 mouse-hole anvils, 300 pounds each, (1,200 pounds)	15	per pound.
4 heavy riveting hammers, No. 0, $1\frac{1}{2}$ inch, polished.	85	each.
6 heavy riveting hammers, for sheet iron, $1\frac{1}{8}$ inch	75	each.
10 heavy riveting hammers, for tin	63	each.
2 ratchet drills	6 50	each.
48 chipping hammers, No 2	50	each.
21 dozen iron wire sieves, No. 2 to 10	6 50	per dozen.
6 dozen brass wire sieves, No. 50	9 00	per dozen.
12 small iron clamp screws	50	each.
2 pairs blacksmiths' bellows, 40 inches	21 00	per pair.
2 rivets sets and heads, Nos. 0 and 00	75	each.
2 rivet sets and heads, Nos. 1 and 2	63	each.
2 rivet sets and heads, Nos. 3 and 4	50	each.

2	rivet sets and heads, Nos. 5 and 6	$0 50	each.
5	dozen gas-burners	50	per dozen.
3	screw wrenches 6, 10, 15 inches, "Coe's"	1 00	each.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 18, stationery.

1	paper scale, 10 feet to 1 inch, sample at yard	$0 50	each.
1	paper scale, 8 feet to 1 inch, sample at yard	50	each.
25	yards tracing cloth, best	80	per yard.
36	sheets double elephant drawing paper, hot pressed	60	per sheet
54	reams cap paper, faint lined	4 00	per ream.
42	reams letter paper, faint lined	3 00	per ream.
3	reams letter paper, to pattern	4 50	per ream.
5	reams correspondence paper, to pattern	6 00	per ream.
4	reams regulation paper, to pattern	5 00	per ream.
9	reams note paper, faint lined	2 25	per ream.
9	reams envelope paper, large size	5 50	per ream.
3	reams envelope paper, cap size	3 00	per ream.
3	reams blotting board, white	15 00	per ream.
½	ream log paper	15 00	per ream.
8	reams blank bills, to pattern	8 00	per ream.
1	ream blank vouchers, to pattern	8 00	per ream.
4	reams mechanics' pay-rolls, to pattern	26 00	per ream.
6	reams mechanics' muster-rolls, double cap, ruled, stitched, and bound, to pattern	12 00	per ream.
2	reams mechanics' monthly pay-rolls, to pattern	16 00	per ream.
2	reams receipts for pay, to pattern	8 00	per ream.
1	ream pay tickets, to pattern	8 00	per ream.
½	ream money estimates, to pattern	10 00	per ream.
½	ream money book, bound, to pattern	10 00	per ream.
½	ream officers' pay-rolls, to pattern	10 00	per ream.
½	ream officers' muster-rolls, to pattern	10 00	per ream.
½	ream accounts current, to pattern	10 00	per ream.
½	ream accounts pay, to pattern	10 00	per ream.
½	ream certificates of settlement, to pattern	10 00	per ream.
4	quires wrapping paper 36 by 24 inches, to pattern	1 00	per quire.
6	books, 9 quires, mechanics' pay-rolls, bound, to pattern	25 00	each.
2	books, 8 quires, to pattern	10 00	each.
1	book, 7 quires, officers' pay-rolls, to pattern	12 00	each.
1	book, 7 quires, officers' muster-rolls, to pattern	12 00	each.
2	books, 6 quires, to pattern	7 50	each.
3	books, 5 quires, to pattern	5 00	each.
1	book, 5 quires, cash, to pattern	5 00	each.
60	books, 3 quires, to pattern	90	each.
1	book, daily reports, to pattern	6 00	each.
1	smooth log, diary, to pattern	6 00	each.
1	rough log, to pattern	6 00	each.
19	requisition books, to pattern	5 00	each.
4	day-books, 6 quires, to pattern	5 00	each.
1	book, monthly reports, to pattern	5 00	each.
10	letter-books for copying press, to pattern	2 50	each.
1	bill-book, to pattern	6 00	each.
6	letter-files, to pattern	1 00	each.
3	portfolios, to pattern	1 00	each.
3	Philadelphia Directories for 1864	3 00	each.
3	American Almanacs for 1864	75	each.
360	memorandum books, assorted, to pattern	20	each.
24	bottles Arnold's copying ink, pints	50	per bottle.
8	bottles Arnold's black ink, quarts	1 00	per bottle.
68	bottles Bryan & Wilcox's fluid, pints	20	per bottle.
36	bottles carmine, French, small	12	per bottle.
6	bottles blue ink, small	06	per bottle.
20	quarts black sand, in quart boxes	12	each.

14	inkstands, to pattern	$0 50	each.
2	slates, porcelain, to pattern	50	each.
50	slate pencils	1 00	per 100.
24	pieces mouth glue, best French, and thin	05	each.
100	extra large size envelopes, white, gummed	10 00	per M.
7,400	legal size envelopes, white, gummed	6 00	per M.
8,200	letter envelopes, white, gummed	2 50	per M.
1,000	note envelopes, white, gummed	2 50	per M.
1½	pound best sealing-wax, French	2 00	per pound.
1½	pound best wafers, French	75	per pound.
54	gross Wheeler & Co.'s imperial Peruvian pens	75	per gross.
700	clarified quills, best	2 00	per 100.
18	sand-boxes, best	25	each.
144	pieces best red tape	02	each.
48	elastic letter bands	03	each.
1	letter balance, of approved quality	4 00	each.
6	paper clips	50	each.
3	bill clasps, for accounts	25	each.
56	dozen Faber's best black lead pencils, Nos. as required	50	per dozen.
15	penknives, best quality, "Congress"	1 25	each.
20	erasing knives, best quality	50	each.
30	bottles adhesive mucilage, with brushes	20	per bottle.
62	pieces Green's ink eraser, or India-rubber, at choice	06	each.
600	penholders, best quality	4 00	per 100.
8	rules, 2 feet, best quality	2 00	each.
6	rulers, to pattern	50	each.
8	boxes eyelets	25	per box.
1	box mathematical instruments, best quality, to pattern	25 00	per box.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 19, firewood.

15	cords spruce firewood, first cut	$8 25	per cord.

To be delivered as required.

C. W. ZIMMERMAN. DATE OF CONTRACT, JULY 29, 1863.

Class No. 20, hay and straw.

30	tons (2,240 pounds) best timothy and clover hay	$20 00	per ton.
2	tons rye straw, to be in bundles	18 00	per ton.

To be delivered as required.

C. W. ZIMMERMAN. DATE OF CONTRACT, JULY 29, 1863.

Class No. 21, provender.

975	bushels ground corn	$0 82	per bushel.
128	bushels corn	92	per bushel.
975	bushels ground oats	55	per bushel.
640	bushels oats	55	per bushel.

To be delivered as required.

EDWIN G. STONES. DATE OF CONTRACT, AUGUST 5, 1863.

Class No. 22, charcoal.

1,600	barrels charcoal	$0 39	per barrel.

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, JULY 30, 1863.

Class No. 23, belting, packing, and hose.

1,000 feet best gum-leading hose, 8 inches, 3-ply, sample at yard	$1 43	per foot.
86 feet best copper-riveted hose, heavy leather, diameter inside, 2 inches	86	per foot.
20 pounds gum packing, assorted, sample at yard	1 00	per pound.
150 feet leather belting, 1½-inch	06	per foot.
200 feet leather belting, 2-inch	10	per foot.
150 feet leather belting, 2½-inch	15	per foot.
135 feet leather belting, 3-inch	20	per foot.
50 feet leather belting, 3½-inch	25	per foot.
75 feet leather belting, 4-inch	36	per foot.
40 feet leather belting, 6-inch	46	per foot.

To be delivered as required.

C. B. DELA VERGNE. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 24, sperm and lubricating oils.

416 gallons sperm oil, pure	$1 26	per gallon.
50 gallons lard oil, best	80	per gallon.
20 barrels fish oil	12 00	per barrel.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 26, augers.

23 dozen patent ship augers, L'Hommedieu's, ½-inch	$3 60	per dozen.
53 dozen patent ship augers, L'Hommedieu's, 9/16-inch	4 00	per dozen.
53 dozen patent ship augers, L'Hommedieu's, 5/8-inch	4 50	per dozen.
62 dozen patent ship augers, L'Hommedieu's, 11/16-inch	5 00	per dozen.
52 dozen patent ship augers, L'Hommedieu's, ¾-inch	5 25	per dozen.
32 dozen patent ship augers, L'Hommedieu's, 13/16-inch	6 00	per dozen.
27 dozen patent ship augers, L'Hommedieu's, 7/8-inch	6 00	per dozen.
13 dozen patent ship augers, L'Hommedieu's, 15/16-inch	6 75	per dozen.
23 dozen patent ship augers, L'Hommedieu's, 1-inch	7 25	per dozen.
13 dozen patent ship augers, L'Hommedieu's, 1 1/16-inch	7 50	per dozen.
52 dozen patent ship augers, L'Hommedieu's, 1⅛ inch	8 00	per dozen.
45 dozen patent ship augers, L'Hommedieu's, 1⅛-inch, with screws	8 00	per dozen.
12 dozen patent ship augers, L'Hommedieu's, 1 1/16-inch	8 50	per dozen.
22 dozen patent ship augers, L'Hommedieu's, 1¼-inch	9 00	per dozen.
15 dozen patent ship augers, L'Hommedieu's, 1 5/16-inch	9 25	per dozen.
10 dozen patent ship augers, L'Hommedieu's, 1⅜-inch	9 75	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1 7/16-inch	10 00	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1½-inch	10 50	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 1 9/16-inch	11 00	per dozen.
15 dozen patent ship augers, L'Hommedieu's, 1⅝ inch	11 50	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1 11/16-inch	12 00	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1¾-inch	12 25	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1 13/16-inch	12 60	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1⅞-inch	13 00	per dozen.
5 dozen patent ship augers, L'Hommedieu's, 1 15/16-inch	13 50	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 2-inch	13 75	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 2⅛-inch	18 00	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 2¼-inch	24 00	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 2⅜-inch	30 00	per dozen.
2 dozen patent ship augers, L'Hommedieu's, 2½-inch	36 00	per dozen.
1 dozen patent ship augers, L'Hommedieu's, 2⅝-inch	42 00	per dozen.
1 dozen patent ship augers, L'Hommedieu's, 2¾-inch	48 00	per dozen.
1 dozen patent ship augers, L'Hommedieu's, 2⅞-inch	54 00	per dozen.
1 dozen patent ship augers, L'Hommedieu's, 3-inch	60 00	per dozen.
15 dozen auger bits, Cook's patent, ¾-inch	5 40	per dozen.
10 dozen auger bits, Cook's patent, ⅝-inch	4 50	per dozen.

60 dozen auger bits, Cook's patent, $\frac{13}{16}$-inch	$6 00	per dozen.
00 dozen auger bits, Cook's patent, $\frac{7}{8}$-inch	6 25	per dozen.
02 dozen auger bits, Cook's patent, 1-inch	7 25	per dozen.
56 dozen auger bits, Cook's patent, $1\frac{1}{8}$-inch	8 00	per dozen.
00 dozen screw auger bits, Cook's patent, $\frac{1}{4}$ to $1\frac{1}{2}$-inch	6 50	per dozen.
12 dozen auger bits, Pugh's $\frac{3}{8}$-inch	3 30	per dozen.
14 dozen auger bits, Pugh's, $\frac{1}{2}$-inch	4 00	per dozen.
06 dozen screw augers, Cook's, $\frac{1}{2}$ to $1\frac{7}{8}$-inch	10 50	per dozen.
3 dozen screw augers, Cook's, $\frac{3}{4}$ to 3-inch	13 50	per dozen.
1 dozen augers, assorted	9 00	per dozen.

To be delivered as required.

SETH CALDWELL, JR. DATE OF CONTRACT, JULY 29, 1863.

Class No. 27, anthracite coal.

710 tons (2,240 pounds) broken Lehigh steamboat coal	$7 25	per ton.

All the above coal is to be of the best quality of its kind The contractor is to place it in carts provided by the government; and the quantity delivered is to be paid for at the weights of the navy yard scales.

To be delivered as required, within forty days.

SETH CALDWELL, JR. DATE OF CONTRACT, JULY 29, 1863.

Class No. 30, semi-bituminous Broad Top coal.

800 tons (2,240 pounds) semi-bituminous Broad Top coal, for smith's use	$6 35	per ton.

All the above coal is to be of the best quality of its kind, and free from lumps. The contractor is to place it in carts provided by the government; and the quantity delivreed is to be paid for at the weights of the navy yard scales.

To be delivered as required.

CHAS. M. GHRISKEY. DATE CONTRACT, JULY 28, 1863.

Class No. 31, copper and composition nail.

1,000 pounds sheet copper, 36 by 72 inches	$0 40	per pound.
80 pounds copper nails, assorted	50	per pound.
8 pounds copper burrs	40	per pound.

To be delivered as required.

WM. D. MULLIN. DATE OF CONTRACT, AUGUST 12, 1863.

Class A.

For extension of the joiners' shop, according to plans and specifications to be seen at the navy yard. Bidders will name the time in which they will complete the work. Complete	$5,495 00

WM. D. MULLIN. DATE OF CONTRACT, AUGUST 12, 1863.

Class B.

For extension of storehouse, according to plans and specifications to be seen at the navy yard. Bidders will name the time in which they will complete the work. Complete	$21,054 00

Schedule of articles required at the United States Naval Asylum, Philadelphia, Penn , for the y ea ending June 30, 1864.

HENRY W. SCOTT. DATE OF CONTRACT, AUGUST 4, 1863.

Class No. 1, clothing.

WINTER.

50	pea coats, coarse blue pilot cloth	$8 97	each.
150	jackets, blue cloth	5 47½	each.
200	vests, blue cloth	2 12½	each.
200	pairs pants, blue cloth	4 87½	pair.
600	shirts, (over,) white cotton	1 12½	each.
600	shirts, (under,) blue flannel, indigo die	1 80	each.
200	shirts, (under,) Canton flannel, unbleached	95	each.
200	pairs drawers, blue flannel indigo dye	1 80	per pair.
150	pairs drawers, Canton flannel, unbleached	95	per pair.
150	kerchiefs, black silk, for the neck	1 25	each.
400	pairs half-hose, woollen	38	per pair.

SUMMER.

100	jackets, brown linen drilling	1 30	each.
75	vests, buff linen drilling	1 05	each.
200	pairs pants, white duck	1 75	per pair.
30	pairs drawers, white cotton drilling	87½	per pair.
500	pairs half-hose, cotton	20	per pair.
500	pocket handkerchiefs, cotton	15	each.

The clothing to be made by measure, and all articles to be delivered as required.

WM. MULDOON, SR. DATE OF CONTRACT, JULY 29, 1863.

Class No. 2, hats, boots, shoes, &c.

100	hats, black felt	$2 30	each.
75	pairs half boots, calfskin	4 00	per pair.
200	pairs laced boots, navy pattern	2 00	per pair.
150	pairs slippers	1 00	per pair.
125	pairs boots and shoes, half-soled	60	per pair.
125	pairs boots and shoes, heeled	25	per pair.

To be delivered as required.

G. & A. SCHIEDT. DATE OF CONTRACT, JULY 30, 1863.

Class No. 3, provisions.

26,000	pounds beef, fresh, and best quality	$0 10½	per pound.
16,000	pounds beef, corned, and best quality	09	per pound.
4,500	pounds mutton, fresh, and best quality	10	per pound.
2,000	pounds salt pork, best quality.	10	per pound.
1,200	pounds bacon, first quality	10	per pound.
6,500	pounds veal, fresh and best quality	09	per pound.
650	pounds dried beef, best quality	12½	per pound.
650	pounds poultry, best quality	15	per pound.
200	pounds lamb, fresh, and best quality	10	per pound.
2,000	pounds fish, fresh, in season, and best quality	08	per pound.
35,000	pounds vegetables, fresh, in season, and best quality	04	per pound.
750	bushels potatoes	90	per bushel.
10	bushels best dried white beans	4 00	per bushel.

To be delivered as required.

WM. PATTON. DATE OF CONTRACT, AUGUST 4, 1863.

Class No. 4, groceries.

7,000 pounds butter, best quality	$0 25	per pound.
7,000 pounds sugar, best brown	12½	per pound.
2,700 pounds coffee, per sample	33	per pound.
450 pounds tea, per sample	87	per pound.
2,000 pounds rice, best quality	10	per pound.
1,500 pounds flour, superfine	04	per pound.
200 pounds boxed raisins	25	per pound.
100 pounds mustard	30	per pound.
200 pounds pepper	25	per pound.
4 pounds assorted spices	1 00	per pound.
1,500 pounds fish, salt cod	06½	per pound.
2,000 pounds mackerel, No. 1	08	per pound.
600 pounds starch	07	per pound.
150 pounds soda, washing	05	per pound.
12 pounds indigo	1 50	per pound.
4,000 pounds soap, best hard	07	per pound.
100 gallons best New Orleans molasses	50	per gallon.
3,000 gallons milk, best quality	25	per gallon.
200 gallons cider vinegar	15	per gallon.
10 gallons winter strained oil	1 25	per gallon.
30 bushels salt	80	per bushel.
4 barrels pickles	4 00	per barrel.
35 barrels best soft soap, each barrel to contain 30 gallons	2 00	per barrel.
500 eggs, fresh	2 00	per hundred.

To be delivered as required.

E. J. CRIPPEN. DATE OF CONTRACT, JULY 28, 1863.

Class No. 5, dry goods.

24 mattresses, single, per sample	$13 00	each.
36 pillows, hair, per sample	4 00	each.
8 dozen blankets, per sample	90 00	per dozen.
370 yards heavy bleached muslin sheeting, two yards wide	90	per yard.
150 yards heavy bleached pillow-case muslin	60	per yard.
2 dozen coverlets	105 00	per dozen.
300 yards huckaback towelling, per sample	50	per yard.
50 yards crash, for house-cloths, per sample	50	per yard.
75 yards crash for dish towels, per sample	40	per yard.
275 yards table linen	1 85	per yard.
4 pieces white bunting, best quality	5 00	per piece.
4 pieces red bunting, best quality	5 00	per piece.
2 pieces blue bunting, best quality	5 00	per piece.
2 pounds white homespun thread, best quality	1 00	per pound.
6 dozen spools Brooks's cotton, assorted	1 00	per pound.
500 sewing needles, assorted	1 00	per hundred.

To be delivered as required.

JOS PETERS. DATE OF CONTRACT, JULY 28, 1863.

Class No. 6, bread, &c.

48,000 pounds fresh bread	$0 04	per pound.
175 mince pies, size of dinner plates	09	each.
75 fruit pies, size of dinner plates	09	each.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 7, tobacco.

2,500 pounds best chewing tobacco, per sample	$0 63	per pound.

To be delivered as required.

SETH CALDWELL, JR. DATE OF CONTRACT, JULY 29, 1863.

Class No. 8, coal.

190 tons furnace coal, (2,240 pounds)	$8 50	per ton.
190 tons range coal, (2,240 pounds)	8 50	per ton.
15 tons stove coal, (2,240 pounds)	8 50	per ton.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 9, paints, oils, and glass.

600 pounds white lead	$0 13	per pound.
100 pounds black paint in oil	08	per pound.
100 pounds putty	04	per pound.
2 boxes assorted window glass	3 00	per box.
25 gallons linseed oil	1 30	per gallon.
8 gallons neat's-foot oil	1 50	per gallon.
15 gallons spirits turpentine	4 00	per gallon.
3 gallons copal varnish	2 00	per gallon.
6 gallons lacquer	1 00	per gallon.
1 gallon japan drying	4 00	per gallon.
5 gallons spirits wine	1 00	per gallon.
10 gallons dubbing	1 00	per gallon.
1 dozen paint brushes, assorted	12 00	per dozen.
6 varnish brushes	50	each.
1 dozen lamp shades, per sample	2 20	per dozen.
4 globe lanterns, per sample	2 00	each.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 10, bricks, gravel, and lime.

5,000 paving bricks, best quality	$10 00	per M.
15 loads best sharp gravel	1 50	per load.
100 bushels lime	29	per bushel.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 11, lumber.

300 feet half-inch pine lumber, board measure	$35 00	per M feet.
300 feet one-and-a-half-inch pine lumber, board measure	40 00	per M feet.
500 feet two-inch pine lumber, board measure	35 00	per M feet.
500 feet three-inch pine lumber, board measure	35 00	per M feet.
2,800 feet panel boards, not less than twenty-two inches wide	60 00	per M feet.
1,800 feet hemlock lumber, best quality, sizes as required	24 00	per M feet.
1,800 feet oak lumber, best quality, sizes as required	68 00	per M feet.
800 feet ash lumber, best quality, sizes as required	55 00	per M feet.
8,000 feet white pine boards	25 00	per M feet.
6,000 feet No. 1 Carolina heart pine flooring, to be free from knots, planed and matched, four inches wide	44 00	per M feet.

To be delivered as required, and all to be well seasoned.

PAUL J. FIELD. DATE OF CONTRACT, JULY 29, 1863.

Class No. 12, firewood.

8 cords yellow pine wood	$8 50	per cord.

To be delivered as required.

C. W. ZIMMERMAN. DATE OF CONTRACT, JULY 29, 1863.

Class No. 13, provender.

200 bushels oats, best quality	$0 55	per bushel.
100 bushels bran, double bushels	60	per bushel.
50 bushels corn	92	per bushel.
5 bushels flaxseed	2 00	per bushel.
250 bundles rye straw	10	per bundle.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 14, miscellaneous.

10 bushels stonecutters' sand	$0 50	per bushel.
8 bushels peweter sand	20	per bushel.
20 sweeping brushes	50	each.
4 dozen dusting brushes	6 00	per dozen.
8 dozen hand scrubs	3 00	per dozen.
6 dozen clamp scrubs	2 75	per dozen.
30 dozen corn brooms	3 00	per dozen.
2 dozen whitewash brushes	4 00	per dozen.
15 dozen table knives, cast steel	1 50	per dozen.
15 dozen table forks, cast steel	1 50	per dozen.
16 dozen table spoons, Britannia	1 00	per dozen.
8 dozen delf pitchers	3 00	per dozen.
20 dozen bowls, quarts, ironstone	1 50	per dozen.
20 dozen soup plates, ironstone	1 50	per dozen.
12 dozen tin tumblers	75	per dozen.
70 dozen boxes blacking	50	per dozen.
6 dozen shoe brushes	2 00	per dozen.
8 dozen tin pitchers	7 00	per dozen.
4 dozen tin washbasins	4 00	per dozen.
8 dozen chambers, ironstone	3 00	per dozen.
8 dozen painted buckets	3 00	per dozen.
3 dozen dust pans	2 00	per dozen.
12 dozen bath bricks	20	per dozen.
6 dozen pepper bottles	75	per dozen.
4 dozen salt cellars	25	per dozen.
2 dozen molasses bottles	3 00	per dozen.
6 dozen mustard cups	50	per dozen.
2 dozen vinegar bottles	3 00	per dozen.
2 dozen stoneware spittoons	6 00	per dozen.
12 dozen clothes whisks	1 00	per dozen.
20 gross beach clothes pins	1 00	per dozen.
18 clothes baskets per sample	1 50	each.
24 clothes lines, per sample	1 00	each.
1 coil signal halyards, 120 fathoms, per sample	3 00	per coil.
2 dozen wash-tubs, per sample	12 00	per dozen.
2 dozen washboards, zinc	3 00	per dozen.
2 dozen flat irons, (200 pounds)	2 00	per pound.
2 horse buckets, iron hoops, per sample	1 00	each.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 15, hardware.

3 hatchets, handled, per sample	$0 50	each.
24 hanks sash cord	20	per hank.
26 gross iron screws, assorted	20	per gross.
1 dozen door locks, assorted	4 00	per dozen.
1 dozen door latches, with knobs	3 50	per dozen.
6,000 tacks, assorted	05	per M.

6	pounds sprigs, assorted	$0 08	per pound.
12	padlocks, per sample	20	each.
12	locker locks, per sample	20	each.
6	pounds glue	15	per pound.
400	sheets sandpaper	75	per hundred.
2	currycombs and 2 brushes, (4 pieces)	50	each.
6	dozen pairs iron butt hinges, assorted	50	per dozen pairs.
6	spades, best quality	1 00	each.
6	shovels, best quality	1 00	each.
3	dozen brass door knobs	4 00	per dozen.
6	wrought iron rakes, handled, per sample	50	each.
6	scuffling hoes, handled, per sample	30	each.
3	manure forks, handled, per sample	75	each.
6	hoes, handled, per sample	50	each.
1	box XXXX tin	26 00	per box.
2	dozen coal scuttles, No. 20 sheet iron, per sample	9 00	per dozen.
6	pairs strap hinges, per sample	20	per pair.
1	dozen hay rakes, wood	2 00	per dozen.
5	pounds copper bell wire	40	per pound.
1,050	pounds cut nails, assorted sizes	06	per pound.
20	pounds wrought nails, assorted sizes	15	per pound.
1½	dozen saw files	1 30	per dozen.
1	dozen gimlets, assorted	50	per dozen.
3	wood axes, handled	80	each.
2	dozen scythe stones and rifles	1 50	per dozen.
2	buck saws	95	each.
2	pruning knives	75	each.
3	grass scythes	1 25	each.
3	grass sickles	25	each.
2	two-foot rules	50	each.
1	dozen axe handles, per sample	25	each.
2	pairs compasses, per sample	25	each.
1	set tinner chisels, per sample	2 50	per set.
12	bake-pans, iron, 22¼ inches long, 16¼ wide and 4 deep	1 50	each.

To be delivered as required.

FERDINAND FOSTER. DATE OF CONTRACT, JULY 29, 1863.

Class No. 16, stationery.

10	blank books, assorted, printed and ruled, per sample	$7 00	each.
2	requisition books, per sample, printed	7 00	each.
2	ledgers, per sample, printed	7 50	each.
20	quires blank bill heads, per sample	75	per quire.
5	quires account current, per pattern	1 50	per quire.
1	log-book, per sample	6 00	each.
5	quires money requisitions, two kinds, per sample	75	per quire.
5	quires monthly muster-rolls of officers, &c., per sample	1 50	per quire.
½	ream pay-rolls, per sample	16 00	per half ream.
½	ream muster-rolls, per sample	10 00	per half ream.
6	reams cap paper, to be white foolscap, 13½ by 16½ inches, weighing 16 pounds to the ream and made of linen stock. To be stop ruled, with 24 blue lines on first and third pages only, leaving one inch margin back and front, top and bottom. Part thereof to be half sheets, and all with printed headings, as per samples furnished at asylum	8 50	per ream.
6	reams letter paper, Congress Carew, part thereof to be printed as per samples	6 00	per ream.
800	legal envelopes, as per samples furnished	1 00	per hundred.
1,200	letter envelopes	50	per hundred.
6	boxes steel pens, best	50	per box.
12	bottles black ink	35	per bottle.
12	bottles copying ink	1 50	per bottle.
4	bottles carmine ink	25	per bottle.

4 bottles mucilage	$25	per bottle.
4 dozen lead pencils	50	per dozen.
2 dozen sticks sealing-wax	75	per dozen.
4 dozen pieces red tape	31	per dozen.
12 memorandum books, assorted	35	each.
6 penknives, best quality	1 50	each.
8 dozen penholders	25	per dozen.
3 dozen soapstone slate pencils	06	per dozen.
8 reams note paper, best thick	3 25	per ream.
1 pair large paper shears	1 75	each.
2 copying books for copying press, 500 pages each	3 50	each.
1 parallel ruler, 18 inches long, ebony	75	each.
6 quires envelope paper	35	per quire.
2 pen-racks	38	each.
2 quires copying paper	30	per quire.
2 paper-cutters, ivory	63	each.
2 portfolios, large size	2 00	each.
2 large inkstands	2 00	each.
2 paper weights	40	each.
2 steel ink erasers	50	each.
2 boxes blotting sand, 1 quart each	25	each.
1 box for blotting sand	25	each.
20 sheets drawing paper (as required)	20	per sheet.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, D. C, for the year ending June 30, 1864.

J. M. VARNUM. DATE OF CONTRACT, AUGUST 3, 1863.

Class No 1, bricks.

35,000 straight fire bricks	$45 00	per M.
2,500 No. 1 fire bricks	45 00	per M.
2,500 No. 2 fire bricks	45 00	per M.
2,500 No. 3 fire bricks	45 00	per M.
2,500 wedge fire bricks	45 00	per M.
2 sets of fire bricks for McKenzie's patent cupola No. 8	140 00	per set.

All the above fire bricks to be of the manufacture of Newkumet & Co., Philadelphia, Pennsylvania, or Mount Savage, and of the best quality. To be delivered as required.

JOHN O. EVANS. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 3, yellow pine timber.

850 yellow pine piles, 45 feet long, not less than 12 inches in diameter at large, nor less than 9 inches at small end, to be sound and straight, say 38,240 lineal feet	$0 12¼	per lineal foot.
5,350 lineal feet Eastern-Shore pine capping, in lengths of 33 feet, 12 by 12 inches, to be straight and well hewn to parallel edges, to be free from veins	38	per lineal foot.

One-third to be delivered within thirty days, one-third within sixty days, and the balance within ninety days from the date of contract.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 4, yellow pine lumber.

110,000 feet, board measure, 6 inch yellow pine lumber in lengths of 32 feet, not less than 12 inches wide, free from bad knots and rents, and sawed to parallel edges	$35 00	per M.

To be delivered within sixty days from date of contract.

EPHRAIM WHEELER. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 5, oak and hard wood.

2,000 cubic feet white oak timber, promiscuous, in lengths of from 20 to 40 feet, and no piece of less than 12 inches diameter at small end, to be sound and straight	$0 50	per cubic foot.
2,600 feet, board measure, ash plank, from 1½ to 4 inches, as ordered	50 00	per M feet.
2,000 feet, board measure, white oak plank, from 1 to 2½ inches, in 12 or 14 feet lengths, and not less than 10 inches wide, as ordered	55 00	per M feet.
1,500 feet, board measure, mahogany plank, from 1 to 3 inches thick, as ordered	75 00	per M feet.
1,000 feet board measure, black walnut plank, from 1 to 2 inches thick, as ordered	90 00	per M feet.
500 feet board measure, cherry plank, 1½ inches thick	55 00	per M feet.
5 cords hickory butts, 6 feet long, to be straight, clear of knots and defects, and the bark taken off clean	19 00	per cord.
3 cords hickory butts, 8 feet long, to be straight, clear of knots and defects, and the bark taken off	20 00	per cord.
1,000 split white oak barrel-staves, 38 inches long	100 00	per M.
1,000 hickory hoop-poles, 8 feet long, not less than 1½ inch at the butt end	20 00	per M.
2 sets hickory bent felloes, 1½ inch head	2 00	per set.

To be delivered as required.

JOHN O. EVANS. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 6, white pine, spruce, juniper, and cypress.

52,000 feet, board measure, 3-inch white pine plank, in lengths of from 20 to 40 feet, and not more than 12 inches, nor less than 10 inches in width, free from bad knots and rents, and sawed to parallel edges	$36 00	per M.
7,000 feet, board measure, 2-inch white pine, No. 1, 16 feet length	40 00	per M.
7,000 feet, board measure, 1½-inch white pine, No. 1, 16 feet length	40 00	per M.
5,000 feet, board measure, 1-inch white pine, No. 1, 16 feet length	40 00	per M.
500 feet, board measure, ½-inch white pine, No 1, 16 feet length	30 00	per M.
10,000 feet, board measure, 2-inch white pine, No. 2, 16 feet length	30 00	per M.
10,000 feet board measure, 1½-inch white pine, No. 2, 16 feet length	35 00	per M.
10,000 feet, board measure, 1-inch white pine, No. 2, 16 feet length	32 50	per M.
5,000 feet, board measure, 2-inch white pine, No. 3, 16 feet length	32 50	per M.
14,000 feet, board measure, 1-inch white pine, No. 3, 16 feet length	27 50	per M.
50 pieces of white pine scantling, 3 by 4 inches, 20 feet length	70	each.
25 pieces of white pine scantling, 4 by 4 inches 20 feet length	88	each.
25 pieces of white pine scantling, 5 by 5 inches, 20 feet length	1 40	each.
20 pieces of white pine scantling, 6 by 6 inches, 20 feet length	2 10	each.
10 pieces of white pine scantling, 8 by 8 inches, 20 feet length	3 50	each.

The 3-inch white pine plank to be delivered within 60 days from date of contract, and the remainder to be delivered as required.

GEO. H. PLANT. DATE OF CONTRACT, JULY 30, 1863.

Class No. 7, lime, hair, and plaster.

400 barrels best wood-burned lime	$1 37	per barrel.
4 barrels calcined plaster	1 50	per barrel.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 8, cement.

150 barrels fresh hydraulic cement, best quality, 300 pounds to the barrel	$1 75	per barrel.

To be delivered as required.

GEO. H. PLANT. DATE OF CONTRACT, JULY 30, 1863.

Class No. 9, gravel and sand.

4,100 barrels clean sharp building sand	$0 20	per barrel.
1,230 bushels best fire sand	60	per barrel.
200 cart loads Georgetown moulding sand, 15 bushels to the cart load	2 00	per cart load.
210 cart loads red moulding sand, 15 bushels to the cart load	1 00	per cart load.
114 cart loads core sand, 15 bushels to the cart load	1 00	per cart load.
12 cart loads bottom sand, 15 bushels to the cart load	1 25	per cart load.
110 tons of (2,000 pounds) No. 3 Staatsburg moulding sand	4 80	per ton.
25 tons of (2,000 pounds) Albany moulding sand	5 00	per ton.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 11, iron, iron nails, and spikes.

32,500 pounds boiler iron, dimensions to be given	$0 07½	per pound.
1,400 pounds 1¾ by $\frac{11}{16}$ inch iron rivets	08	per pound.
1,000 pounds 1⅝ by ⅝ inch iron rivets	08	per pound.
20,200 pounds round bar iron, from ¼ to 3½ inches diameter	04½	per pound.
4,200 pounds square bar iron, from ½ to 3 inches	04½	per pound.
7,400 pounds flat bar iron, from 1¼ to 6 inches wide, and ¼ to 1¼ inch thick, as ordered	04½	per pound.
200 pounds American sheet iron, from No. 12 to 24, wire gauge	08	per pound.
100 pounds Russia sheet iron	12	per pound.
15,950 pounds iron cut nails, from 3*d.* to 40*d.*, as ordered	05½	per pound.
1,000 pounds iron cut nails, malleable clinch, as ordered	06½	per pound.
1,000 pounds wrought-iron spikes, from 4 to 8 inches, as ordered	07½	per pound.
560 pounds 1½-inch hoop iron, ⅛ inch thick	06½	per pound.
560 pounds 1-inch hoop iron	06½	per pound.
336 pounds ¾ inch hoop iron	06½	per pound.
100 pounds iron wire, No. 5 to 20, wire gauze	06	per pound.
100 feet cold-rolled iron shafting, 3 inches diameter—say 2,300 pounds	05½	per pound.
100 feet cold-rolled iron shafting, 2½ inches diameter—say 1,600 pounds	05½	per pound.
100 feet cold-rolled iron shafting, 2 inches diameter—say 1,000 pounds	05½	per pound.

To be delivered as required.

HENRY V. B. BARKER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 12, steel.

6,160 pounds best cast steel, ⅛ to 1¼ inch, square	$0 19	per pound.
850 pounds best cast steel, 1⅜ to 4 inches, square	19	per pound.

1,600 pounds best cast steel, $\frac{5}{8}$ to 3 inches, octagon	$0 19	per pound.
150 pounds best cast steel, $\frac{1}{2}$ to $1\frac{1}{8}$ inch, round	19	per pound.
440 pounds best cast steel, from 1 to 6 inches wide, and $\frac{3}{8}$ to $1\frac{1}{2}$ inch thick	19	per pound.
540 pounds best shear steel, from 1 to 6 inches wide, and $\frac{3}{8}$ to $1\frac{1}{2}$ inch thick	19	per pound.
1,000 pounds best English blister steel, large size	19	per pound.

To be delivered as required.

JOSEPH L. SAVAGE. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 13, pig iron.

150 tons best American pig iron, No. 1, 2,240 pounds to the ton	$38 50	per ton.

To be delivered as required.

JOSEPH L. SAVAGE. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 14, files.

2 dozen 18-inch hand bastard files	$18 00	per dozen.
12 dozen 16 inch hand bastard files	13 50	per dozen.
8 dozen 15-inch hand bastard files	10 00	per dozen.
41 dozen 14-inch hand bastard files	8 50	per dozen.
39 dozen 12-inch hand bastard files	6 00	per dozen.
30 dozen 10-inch hand bastard files	4 00	per dozen.
26 dozen 8-inch hand bastard files	3 00	per dozen.
18 dozen 6-inch hand bastard files	2 00	per dozen.
6 dozen 4-inch hand bastard files	1 25	per dozen.
6 dozen 18-inch flat bastard files	14 50	per dozen.
20 dozen 16-inch flat bastard files	10 00	per dozen.
8 dozen 15-inch flat bastard files	8 50	per dozen.
27 dozen 14-inch flat bastard files	7 00	per dozen.
29 dozen 12-inch flat bastard files	5 00	per dozen.
12 dozen 10-inch flat bastard files	3 50	per dozen.
6 dozen 8-inch flat bastard files	2 50	per dozen.
6 dozen 6-inch flat bastard files	1 75	per dozen.
3 dozen 4-inch flat bastard files	1 25	per dozen.
3 dozen 3-inch flat bastard files	1 25	per doz n.
21 dozen 16-inch half-round bastard files	10 00	per dozen.
8 dozen 15-inch half-round bastard files	9 50	per dozen.
26 dozen 14-inch half-round bastard files	7 50	per dozen.
39 dozen 12-inch half-round bastard files	5 50	per dozen.
29 dozen 10-inch half-round bastard files	3 75	per dozen.
$28\frac{1}{2}$ dozen 8-inch half-round bastard files	2 50	per dozen.
18 dozen 6-inch half-round bastard files	1 75	per dozen.
6 dozen 4-inch half-round bastard files	1 25	per dozen.
16 dozen 16-inch round bastard files	11 00	per dozen.
13 dozen 14-inch round bastard files	7 50	per dozen.
21 dozen 12-inch round bastard files	5 50	per dozen.
10 dozen 10-inch round bastard files	3 75	per dozen.
$1\frac{1}{2}$ dozen 8-inch round bastard files	2 50	per dozen.
1 dozen 6-inch round bastard files	1 75	per dozen.
4 dozen 4-inch round bastard files	1 25	per dozen.
13 dozen 16-inch four-square bastard files	10 00	per dozen.
10 dozen 14-inch four-square bastard files, Stubbs's	7 50	per dozen.
11 dozen 12-inch four-square bastard files, Stubbs's	5 50	per dozen.
11 dozen 10-inch four-square bastard files, Stubbs's	4 00	per dozen.
8 dozen 8 inch four-square bastard files, Stubbs's	2 50	per dozen.
2 dozen 6-inch four-square bastard files, Stubbs's	2 00	per dozen.
2 dozen 4-inch four-square bastard files, Stubbs's	1 50	per dozen.
7 dozen 12-inch three-square bastard files, Stubbs's	8 00	per dozen.
7 dozen 10-inch three-square bastard files, Stubbs's	6 00	per dozen.
7 dozen 8-inch three-square bastard files, Stubbs's	4 00	per dozen.
4 dozen 6-inch three-square bastard files, Stubbs's	2 75	per dozen.

1 dozen 10-inch knife-edge bastard files, Stubbs's	$4 50	per dozen.
1 dozen 8-inch knife-edge bastard files, Stubbs's	3 50	per dozen.
1 dozen 6-inch knife-edge bastard files, Stubbs's	2 50	per dozen.
2 dozen 10-inch oval second-cut files, Stubbs's	4 00	per dozen.
6 dozen 8-inch oval second-cut files, Stubbs's	3 00	per dozen.
5 dozen 6-inch oval second-cut files, Stubbs's	2 00	per dozen.
4 dozen 6-inch three-square second-cut files, Stubbs's	2 50	per dozen.
1 dozen 12-inch float bastard files, Stubbs's	5 00	per dozen.
1 dozen 10-inch float bastard files, Stubbs's	4 00	per dozen.
1 dozen 16-inch flat rough files	10 50	per dozen.
21 dozen 16-inch half-round rough files	16 00	per dozen.
12 dozen 14-inch hand smooth files, Stubbs's	22 50	per dozen.
16 dozen 12-inch hand smooth files, Stubbs's	19 00	per dozen.
18 dozen 10-inch hand smooth files, Stubbs's	16 00	per dozen.
20 dozen 8-inch hand smooth files, Stubbs's	14 50	per dozen.
18 dozen 6 inch hand smooth files, Stubbs's	3 50	per dozen.
4 dozen 4-inch hand smooth files, Stubbs's	2 25	per dozen.
10 dozen 14-inch flat smooth files, Stubbs's	10 50	per dozen.
14 dozen 12-inch flat smooth files, Stubbs's	7 50	per dozen.
18 dozen 10-inch flat smooth files, Stubbs's	5 00	per dozen.
6 dozen 8-inch flat smooth files, Stubbs's	4 00	per dozen.
6 dozen 6-inch flat smooth files, Stubbs's	3 00	per dozen.
5 dozen 4-inch flat smooth files, Stubbs's	1 75	per dozen.
16 dozen 14-inch half-round smooth files, Stubbs's	12 00	per dozen.
16 dozen 12-inch half-round smooth files, Stubbs's	9 00	per dozen.
25 dozen 10-inch half-round smooth files, Stubbs's	6 00	per dozen.
30 dozen 8-inch half-round smooth files, Stubbs's	14 50	per dozen.
20 dozen 6-inch half-round smooth files, Stubbs's	3 00	per dozen.
5 dozen 4 inch half-round smooth files, Stubbs's	2 00	per dozen.
2 dozen 12-inch round smooth files, Stubbs's	9 00	per dozen.
2 dozen 10-inch round smooth files, Stubbs's	6 00	per dozen.
2 dozen 8-inch round smooth files, Stubbs's	4 50	per dozen.
3 dozen 6-inch round smooth files, Stubbs's	3 00	per dozen.
1 dozen 12-inch four-square smooth files, Stubbs's	7 50	per dozen.
1 dozen 10-inch four-square smooth files, Stubbs's	5 00	per dozen.
1 dozen 8-inch four-square smooth files, Stubbs's	4 00	per dozen.
1 dozen 6-inch four-square smooth files, Stubbs's	3 00	per dozen.
6 dozen 6-inch three-square smooth files, Stubbs's	3 00	per dozen.
6½ dozen 8-inch three square taper saw files, Stubbs's	3 50	per dozen.
21 dozen 5-inch three-square taper saw files, Stubbs's	1 60	per dozen.
20 dozen 4½-inch three-square taper saw files, Stubbs's	1 50	per dozen.
62 dozen 4-inch three-square taper saw files, Stubbs's	1 40	per dozen.
23 dozen 3½-inch three-square taper saw files, Stubbs's	1 30	per dozen.
41 dozen 3-inch three-square taper saw files, Stubbs's	1 20	per dozen.
4 dozen 8-inch crosscut saw files	3 50	per dozen.
3 dozen 6-inch whip-saw files	2 00	per dozen.
6 dozen 14-inch mill-saw files	7 00	per dozen.
24 dozen 12-inch mill-saw files	5 00	per dozen.
8 dozen 11-inch mill-saw files	4 00	per dozen.
12 dozen 10-inch mill-saw files	3 75	per dozen.
4 dozen 14-inch cabinet files	8 00	per dozen.
3½ dozen 12-inch cabinet files	6 00	per dozen.
3 dozen 10-inch cabinet files	4 00	per dozen.
3 dozen 6-inch warding files, Stubbs's	1 50	per dozen.
2 dozen 5-inch warding files, Stubbs's	1 25	per dozen.
2 dozen 4-inch warding files, Stubbs's	1 25	per dozen.
3 dozen 3-inch warding files, Stubbs's	1 00	per dozen.
1½ dozen 14-inch hand dead smooth files, Stubbs's	24 00	per dozen.
1½ dozen 12-inch hand dead smooth files, Stubbs's	18 00	per dozen.
2½ dozen 10-inch hand dead smooth files, Stubbs's	10 00	per dozen.
2½ dozen 8-inch hand dead smooth files, Stubbs's	9 00	per dozen.
2½ dozen 6-inch hand dead smooth files, Stubbs's	7 00	per dozen.
2 dozen 4-inch hand dead smooth files, Stubbs's	4 50	per dozen.
1 dozen 8-inch hand dead smooth files, potance	9 00	per dozen
1 dozen 6-inch half-round dead smooth files, potance	6 00	per dozen

2 dozen 10-inch oval dead smooth files, Stubbs's	$12 00	per dozen.
2 dozen 8-inch oval dead smooth files, Stubbs's	8 00	per dozen.
3 dozen 6-inch oval dead smooth files, Stubbs's	6 00	per dozen.
1 dozen 8-inch half-round dead smooth files, potance	8 00	per dozen.
1 dozen 6-inch half-round dead smooth files, potance	2 00	per dozen.
3 dozen 14-inch cabinet rasps	10 00	per dozen.
3 dozen 10-inch cabinet rasps	5 00	per dozen.
2 dozen 16-inch horse-shoe rasps	12 00	per dozen.
1 dozen 8-inch knife-edge smooth files, Stubbs's	4 00	per dozen.
1 dozen 6-inch knife-edge smooth files, Stubbs's	3 00	per dozen.

To be delivered as required, and all to be of equal quality to the best English stamps or brands.

BANKER & CARPENTER. DATE OF CONTRACT, JULY 27, 1863.

Class No. 15, paints, oil, and glass.

2,000 pounds pure white lead, in oil	$0 11	per pound.
4,000 pounds pure white zinc, in oil	08	per pound.
500 pounds pure white zinc, dry	06	per pound.
2,100 pounds pure Spanish whiting, dry	01	per pound.
1,000 pounds pure French yellow ochre, dry	02	per pound.
100 pounds pure chrome green, dry	10	per pound.
1 pound ultramarine blue, dry	25	per pound.
2 pounds pure English vermillion, dry	1 40	per pound.
10 pounds pure Terra de Sienna, raw	05	per pound.
50 pounds pure English Venetian red, dry	02	per pound.
200 pounds pure red lead, dry	11	per pound.
1 pound pure rose pink, dry	10	per pound.
1,000 pounds pure "Blake's" fire-proof chocolate-colored paint, dry	02½	per pound.
410 gallons pure linseed oil, raw	1 30	per gallon.
100 gallons pure spirits turpentine	3 70	per gallon.
45½ gallons pure spirits of wine, 95 per cent	95	per gallon.
20 gallons best copal varnish, No. 1	3 00	per gallon.
2 gallons best English coach varnish	8 00	per gallon.
20 gallons best Japan varnish	3 00	per gallon.
20 gallons best Demar varnish	5 00	per gallon.
90 gallons best Pennsylvania zinc dryer	2 00	per gallon.
100 feet, 26 by 32 inches, best quality double thick Baltimore glass	29 00	per 100 feet.
200 feet, 14 by 22 inches, best quality double thick Baltimore glass	20 00	per 100 feet.
400 feet, 14 by 17 inches, best quality double thick Baltimore glass	20 00	per 100 feet.
300 feet, 14 by 15 inches, best quality double thick Baltimore glass	19 00	per 100 feet.
300 feet, 12 by 18 inches, best quality double thick Baltimore glass	19 00	per 100 feet.
300 feet, 11 by 17 inches, best quality double thick Baltimore glass	19 00	per 100 feet.
600 feet, 11 by 15 inches, best quality double thick Baltimore glass	19 00	per 100 feet.
700 feet, 11 by 14 inches, best quality double thick Baltimore glass	18 00	per 100 feet.
400 feet, 10 by 15 inches, best quality double thick Baltimore glass	18 00	per 100 feet.
900 feet, 11 by 12 inches, best quality double thick Baltimore glass	18 00	per 100 feet.
100 feet, 9 by 14 inches, best quality double thick Baltimore glass	18 00	per 100 feet.
100 feet, 8 by 15 inches, best quality double thick Baltimore glass	18 00	per 100 feet.
300 feet, 8 by 10 inches, best quality double thick Baltimore glass	16 00	per 100 feet.

To be delivered as required.

JOS. L. SAVAGE. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 16, ship chandlery.

6	pounds gum-arabic	$0 50	per pound.
100	pounds muriatic acid	06	per pound.
220	pounds refined borax	30	per pound.
400	pounds white chalk	01	per pound.
22	pounds red chalk	06	per pound.
205	pounds sperm candles	40	per pound.
84	pounds emery, assorted	08	per pound.
232	pounds Irish glue	20	per pound.
25	pounds white glue	18	per pound.
25	pounds isinglass	75	per pound.
10	pounds bricklayers' hemp line	1 50	per pound.
3,000	pounds best belt leather, 18 to 24 pounds to the side	48	per pound.
1,500	pounds best hose leather, 16 to 18 pounds to the side	50	per pound.
15	pounds white marline	30	per pound.
600	pounds potash, dry	12	per pound.
5	pounds prussiate of potash	15	per pound.
100	pounds hemp packing	20	per pound.
3,500	pounds oakum, for wiping	09	per pound.
567	pounds brown or yellow soap	09	per pound.
26	pounds Castile soap	25	per pound.
5	pounds toilet soap	25	per pound.
60	pounds "B. S. Babbitt's" chemical erasive soap	10	per pound.
5	pounds rotten-stone	10	per pound.
20	pounds pummice stone, in lumps	06	per pound.
3½	pounds fine sponge, large pieces	3 00	per pound.
55	pounds gum shellac	95	per pound.
1,450	pounds clean tallow	12	per pound.
4	pounds shoe thread	1 25	per pound.
40	pounds whipping twine	50	per pound.
30	pounds Mount Eagle tripoli	30	per pound.
1,600	pounds cotton waste	31	per pound.
70	pounds lamp-wick yarn	95	per pound.
300	pounds oil of vitrol	06	per pound.
52	dozen best corn brooms	3 50	per dozen.
13	dozen best hickory brooms	2 00	per dozen.
24	dozen best paint brushes, 000000, "R. C. Smith, N. Y."	13 50	per dozen.
½	dozen best varnish brushes, 00, large, "R. C. Smith, N. Y."	4 50	per dozen.
24	dozen best paint tools, No. 8	2 50	per dozen.
6	dozen best paint dusters, largest size	4 00	per dozen.
8	dozen best paint fitches, ⅞ to 1¼ inch flat	1 00	per dozen.
8	dozen best paint fitches, No. 18 to 22, round	1 00	per dozen.
12	dozen best pencil brushes, for lettering	75	per dozen.
14	dozen best double dusting brushes	7 50	per dozen.
7/12	dozen best single dusting brushes	4 00	per dozen.
5	dozen best whitewash brushes, 10 knots	4 50	per dozen.
2½	dozen best hand scrub brushes	3 00	per dozen.
6	dozen best glue brushes	1 00	per dozen.
1/12	dozen best flue brushes	12 00	per dozen.
1½	dozen best bellows, for foundry use	30 00	per dozen.
2	dozen best fine chalk line, 100 feet long each	75	per dozen.
7/12	dozen best spirit levels	24 00	per dozen.
3	dozen best double-jointed two-foot rules, bound	7 00	per dozen.
1	dozen best tumblers	1 50	per dozen.
3	dozen best Washatam oil stones	9 00	per dozen.
4/12	dozen best washbasins	9 00	per dozen.
2/12	dozen best pitchers	6 00	per dozen.
1/12	dozen best glaziers' diamonds	30 00	per dozen.
5/12	dozen best metallic tape lines, 100 feet each	50 00	per dozen.
3/12	dozen best metallic tape lines, 50 feet each	36 00	per dozen.
1/12	dozen best bound ivory two-foot rule, four fold	24 00	per dozen.
12,000	numbers best American crucibles, (Dixon's)	10	per No.
9	barrels sour or condemned flour, for foundry use	4 00	per barrel.

2 barrels No 1 resin, 300 pounds to the barrel	$20	00	per barrel
2 barrels soft soap	1	50	per barrel.
3 barrels molasses, for foundry use, say 90 gallons		50	per gallon.
3¼ gross boxes matches, best	1	25	per gross.
12 reams assorted emery cloth, "Sibley's" best	25	00	per ream.
4 reams assorted emery paper	3	00	per ream.
7 reams assorted sandpaper, 0½ to 2½	3	00	per ream.
1 porcelain washbowl, with valves, cocks, &c., complete	2	50	each.
1 common water-closet basin	1	50	each.
50 yards canton flannel		20	per yard.
20 yards linen crash towelling		25	per yard.
5 yards white bunting		20	per yard.
75 square yards felt, 1 inch thick, made on strong backing	1	25	per sq'r yard.
100 sides best lacing leather	2	50	per side.
4 chamois skins		50	each.
6 packages best gold leaf, extra deep shade	8	50	per package.
6 papers best copper bronze, No 1500		75	per paper.
6 papers best crimson color copper bronz, No. 1500		50	per paper.
1 package best silver leaf	5	00	per package.
1 set best steel graining combs	1	50	per set.
3 badger hair blinders	1	00	each.
1 timber inspector's marker, knife style	2	00	each.
10 pieces fine grass line, 75 feet each		20	each.
1 water-cooler, best, (3 gallons)	3	00	each.
24 papers British lustre		03	each.
1 bone pocket-rule, 12 inches, four fold		50	each.

To be delivered as required.

JOS. L. SAVAGE. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 17, hardware.

2 steel-faced anvils, about 300 to 450 pounds—say 800 pounds	$0	10	per pound.
6 cast-iron anvils, steel-faced, 300 pounds. 1,800 pounds		10	per pound.
7 dozen patent ship augers—say 200 quarters		16	per quarter.
100 dozen papers finishing brads	1	20	per dozen.
½ dozen 15-inch hack saw blades, Stubbs's	6	00	per dozen.
4 dozen 14-inch hack saw blades, Stubbs's	5	00	per dozen.
3 dozen 12-inch hack saw blades, Stubbs's	4	00	per dozen.
3 dozen 28-inch upright saw blades, Stubbs's	6	00	per dozen.
2 dozen 24-inch upright saw blades, ¼ to ⅝-inch wide	5	00	per dozen.
1 dozen socket chisels, from 1 to 2½ inches	3	00	per dozen.
5 dozen turning chisels, from ¼ to 2 inches	5	00	per dozen.
2½ dozen callipers, 8 to 20 inches, spring	9	00	per dozen.
2½ dozen dividers, 12 to 14 inches, spring	9	00	per dozen.
1⅝ dozen high-pressure steam gauges	300	00	per dozen.
½ dozen gimlets		50	per dozen.
5 dozen turning gouges	6	00	per dozen.
4 dozen malleable cast coppering hammers, handled	1	50	per dozen.
¼ dozen cast steel claw hammers	4	00	per dozen.
1 dozen shoe knives	1	25	per dozen.
4½ dozen No. 3 pincers	6	00	per dozen.
½ dozen large-size cutting plyers	6	00	per dozen.
dozen large-size round nose plyers	4	00	per dozen.
2½ dozen screw plates, Nos 7 and 9, complete	36	00	per dozen.
1 dozen steel-pointed picks	9	00	per dozen.
1 dozen brass hand lanterns	18	00	per dozen.
5 dozen ship scrapers	6	00	per dozen.
1 dozen steel clock springs, ⅝ inch wide	3	00	per dozen.
1 7½ dozen steel squares	12	00	per dozen.
¼ dozen scythes, usual size, handled, &c., complete	18	00	per dozen.
4 dozen No. 3 short handle shovels, Ames's best	12	50	per dozen.
10 dozen steel blade moulders' shovels, Ames's best	12	00	per dozen.
1 dozen long handle shovels, Ames's best	12	00	per dozen.
4 dozen scoop shovels, Ames's best	12	00	per dozen.
½ dozen tinners' snips, No. 8	30	00	per dozen.
1½ dozen tinners' shears, No. 0	120	00	per dozen.

1 dozen pile frame saws	$12 00	per dozen.
½ dozen handsaws, assorted	18 00	per dozen.
2/12 dozen cross-cut saws, 5 feet long	30 00	per dozen.
2/12 dozen tenon saws	15 00	per dozen.
4/12 dozen circular saws, 20 and 24 inches in diameter	96 00	per dozen.
3 dozen No. 2 iron wire sieves	7 50	per dozen.
3 dozen No. 4 iron wire sieves	7 50	per dozen.
3 dozen No. 6 iron wire sieves	7 00	per dozen.
3 dozen No. 8 iron wire sieves	7 00	per dozen.
3 dozen No. 10 iron wire sieves	7 00	per dozen.
½ dozen No. 20 brass wire sieves	15 00	per dozen.
½ dozen No. 12 brass wire sieves	15 00	per dozen.
½ dozen No. 10 brass wire sieves	15 00	per dozen.
½ dozen No. 8 brass wire sieves	18 00	per dozen.
½ dozen No. 4 brass wire sieves	24 00	per dozen.
4½ dozen monkey wrenches, from 12 to 20 inches	15 00	per dozen.
2 dozen 6-inch iron round bolts with springs	50	per dozen.
2 dozen 4½-inch iron flat bolts with springs	50	per dozen.
1 dozen 9-inch iron flat bolts with springs	1 00	per dozen.
6 dozen double clothes hooks, brass	1 75	per dozen.
1 dozen iron padlocks, keys to differ, (sample)	2 50	per dozen.
½ dozen brass padlocks, keys to differ, (sample)	10 50	per dozen.
1 dozen pairs of 5-inch parliament hinges, right and left	1 50	per dozen pairs.
1 dozen pairs of 5½-inch parliament hinges, right and left	1 75	per dozen pairs.
3 dozen pairs 2½ by 2-inch fast-joint hinges	50	per dozen pairs.
3 dozen pairs 3½ by 2½-inch fast-joint hinges	75	per dozen pairs.
3 dozen pairs 3 by 3-inch fast-joint hinges	1 00	per dozen pairs.
3 dozen pairs 4 by 4-inch fast-joint hinges	1 50	per dozen pairs.
4 dozen pairs 2½ by 2½-inch fast-joint hinges	60	per dozen pairs.
7 dozen pairs 2 by 1½ inch fast-joint hinges	30	per dozen pairs.
4 dozen pairs 2½ by 2-inch slip-joint hinges	60	per dozen pairs.
4 dozen pairs 3½ by 2½ inch slip-joint hinges	1 00	per dozen pairs.
6 dozen pairs 4 by 4-inch slip-joint hinges	1 75	per dozen pairs.
6 dozen pairs 3 by 3 inch slip-joint hinges	1 00	per dozen pairs.
½ dozen 4-inch brass mortise locks ⅝ inch thick, white porcelain knobs, brass keys and bolts, furniture, plated complete	24 00	per dozen.
½ dozen brass rim locks 4 inches square, white porcelain knobs, brass keys and bolts, furniture, plated, complete	20 00	per dozen.
1 dozen brass cupboard locks, 2½ by 4 inches, bolts to shoot right and left	5 00	per dozen.
1 dozen brass cupboard locks, 1⅝ to 3 inches, bolts to shoot right and left	4 00	per dozen.
2 dozen brass drawer locks, 2¾ by 2 inches	3 00	per dozen.
1 dozen brass chest locks, 3 by 4 inches, tumbler with three springs, and keys to differ	6 00	per dozen.
100 pounds long-grained brazier's solder	40	per pound.
100 pounds of best horseshoe nails	25	per pound.
75 pounds best ox-shoe nails	30	per pound.
600 pounds hot-punched nuts, six-sided, ½ to 2 inches	09	per pound.
lengths	70	per pound.
12 pounds copper belt rivets, burrs, No. 9, assorted	70	per pound.
100 pounds copper hose rivets, No. 7, assorted lengths	65	per pound.
20 pounds copper hose rivets, burrs, No. 7, assorted	65	per pound.
200 pounds sheet zinc	14	per pound.
15 gross iron screws, ¼ to 1½ inch, No. 5 to 14, assorted	40	per gross,
15 gross iron screws, 1½ to 3-inch, No. 11 to 18	75	per gross.
50 gross iron screws, 1½-inch, gimlet points	60	per gross.
50 gross iron screws, 1¼ inch, gimlet points	50	per gross.
50 gross iron screws, 1-inch, gimlet points	40	per gross.
30 gross iron screws, ¾-inch, gimlet points	30	per gross.
25 gross iron screws, ⅝ inch, gimlet points	25	per gross.
1 cylinder stove, 12-inch	7 00	each.
1 medium size office stove	10 00	each.
1 stove, patent violet, 1859, No. 14, Abbot & Lawrence, Philadelphia	12 00	each.

4 grindstones, 36 inches diameter, 5 inches face	$15 00	each.
4 grindstones, 36 inches diameter, 6 inches face	16 00	each.
1 grindstone, 46 inches diameter, 7 inches face	20 00	each.
1 grindstone, 12 inches diameter, 2 inches face	1 00	each.
1 Fairbanks's rolling mill scales, No. 1	150 00	each.
1 Fairbanks's rolling mill scales, No. 2	95 00	each.
2 Fairbanks's platform scales. No. 7, on rollers	50 00	each.
1 Fairbanks's platform scales, No. 11, on rollers	25 00	each.
15 boxes best leaded roofing tin, IX, 14 by 20 inches	14 00	per box.
2 boxes IC tin, charcoal brand, 10 by 14 inches	12 00	per box.
1 box IX tin, charcoal brand, 14 by 20 inches	14 50	per box.
2 boxes IX tin, charcoal brand, 10 by 14 inches	14 00	per box.
1 box XXD tin, charcoal brand, 12½ by 17 inches	16 00	per box.
300 feet of iron wire rope, 1 inch diameter	38	per foot.
150 feet lead pipe, extra heavy, 1 inch, say 650 pounds	12	per pound.
600 feet gas-pipe, ½ to 1 inch diameter, fitted with valves ready for use, to be attached to present pipe in yard, burners included	12	per foot.
1 hydraulic jack to lift 20 tons	90 00	each.
6 wrought-iron vices, steel faces, 6 inches, weighing about 150 pounds	12 00	each.
12 wrought-iron hand vices, 1 to 1½ inch faces	75	each.
18 cast-iron box vices, 4½ inch faces, weighing 75 to 80 pounds	9 00	each.
6 cast iron box vices, large size, per sample	10 00	each.
50 papers 12-oz. iron tacks	06	per paper.
6 fore planes	1 00	each.
6 jack planes	75	each.
2 drawing knives	50	each.

To be delivered as required.

PHILP & SOLOMONS. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 18, stationery.

2 reams regulation paper, printed headings, per samples	$6 50	per ream.
3¾ reams regulation paper, per sample	5 75	per ream.
53 reams foolscap paper, faint lined 4 sides, as ordered	3 65	per ream.
28 reams letter paper, faint lined 3 sides	3 00	per ream.
14 reams note paper, faint lined 3 sides	2 00	per ream.
6 reams yellow envelope paper	5 00	per ream.
½ ream white envelope paper	6 00	per ream.
1½ ream patent blotting paper	22 00	per ream.
2 reams blank monthly pay-rolls, per pattern	12 00	per ream.
2 reams blank monthly time-rolls, per pattern	12 00	per ream.
1½ ream blank montly returns, per pattern	20 00	per ream.
3 reams blank bills, per pattern	6 00	per ream.
2 reams blank bills of lading and invoices, per pattern	8 00	per ream.
1 ream blank receipts and invoices, per pattern	8 00	per ream.
3 reams blank inspector's reports, per pattern	12 00	per ream.
2½ reams blank requisition books, bound, per pattern	15 00	per ream.
1 blank time-book, 8 quires, per pattern	10 00	each.
2 blank day-books, 8 quires, pages numbered	3 50	each.
15 blank 6-quire books, printed and ruled, per pattern	4 00	each.
4 blank 4-quire letter books, bound and lettered, per pattern	2 00	each.
24 blank cap size books, 2, 3, and 6 quires, say 66 quires	25	per quire.
6 blank cap size books, 4 quires, pages numbered	1 00	each.
2 quires blank returns of labor	2 00	per quire.
10 quires red blotting paper	25	per quire.
16½ dozen blank memorandum books, assorted, "tucks"	4 00	per dozen.
1 dozen blank memorandum books, lettered, per sample	6 00	per dozen.
1½ dozen blank file letter books	10 00	per dozen.
1 dozen blank letter-press copy books	27 00	per dozen.
6 dozen small bottles Guyot's best carmine ink	1 25	per dozen.
9 dozen pint bottles best black ink	2 00	per dozen.
1 dozen pint bottles best copying ink	5 00	per dozen.

1 dozen pint bottles best blue ink	$2 00	per dozen.
$\frac{1}{12}$ dozen pint bottles best English red ink	50	per dozen.
80 dozen Faber's best black lead pencils, assorted numbers	60	per dozen.
4 dozen Faber's best architectural drawing pencils	1 00	per dozen.
5$\frac{1}{2}$ dozen Faber's best red and blue pencils	1 50	per dozen.
1 dozen large flat black lead pencils	1 50	per dozen.
4 dozen ivory or gutta-percha ever-pointed pencils	6 00	per dozen.
1 dozen Green's India-rubber ink erasers, (pieces)	60	per dozen.
31 dozen pieces red tape, assorted widths	40	per dozen.
1 dozen papers drawing tacks	60	per dozen.
29 dozen penholders, assorted	35	per dozen.
4 dozen large-size bottles mucilage, with brushes	2 50	per dozen.
$\frac{2}{3}$ dozen sticks India ink	6 00	per dozen.
1 dozen barometer inkstands	15 00	per dozen.
3 dozen Rodgers's penknives	24 00	per dozen.
1$\frac{3}{12}$ dozen Rodgers's erasers	3 50	per dozen.
$\frac{1}{2}$ dozen gold pens with holders, (gutta percha)	15 00	per dozen.
$\frac{3}{12}$ dozen gutta percha rulers, assorted	7 50	per dozen.
5$\frac{1}{2}$ dozen pieces India-rubber, (large)	37	per dozen.
110 yards best double clarified tracing cloth	75	per yard.
25 yards best English vellum light blue tracing cloth	75	per yard
80 yards best drawing paper	60	per yard.
50 yards best detail brown architectural brown drawing paper	25	per yard.
$\frac{1}{2}$ quire best detail elephant drawing paper	5 00	per quire.
$\frac{1}{4}$ quire best detail atlas drawing paper	6 00	per quire.
30 gross steel pens, best quality, as ordered	75	per gross.
1 gross steel Gillott's crow-quill pens and holder	5 50	per gross.
10 gross soapstone slate pencils	60	per gross.
8,000 official envelopes, large size, best quality	5 00	per M.
2,000 official envelopes, medium size, best quality	4 50	per M.
10,500 letter envelopes, assorted, best quality	3 25	per M.
3,000 note envelopes, assorted best quality	2 75	per M.
600 No. 80 quills	1 50	per C.
3 ivory paper-cutters	37	each.
1 eyelet machine, most approved pattern	3 50	each.
1 copying press, suitable size for regulation paper, and of the most approved pattern	10 00	each.
2 boxes water colors (Windsor & Newton's) paints, to contain 1 bottle permanent Chinese white, 1 dozen bram sable brushes, as follows: 2 crow quills, 3 duck quills, 4 goose quills, 1 extra goose quill, and 1 small swan quill, each	12 per	box.
2 China pallets, 6 divisions each, for mixing colors	1 50	each.
1 triangular boxwood scale, 24 inches long, divided and subdivided as may be required	7 00	each.
2 triangular boxwood scales, divided and subdivided as above, 12 inches long	3 00	each.
1 triangular boxwood scale, graduated as required	5 00	each.
3 bundles wrapping paper	50	per bundle.
1 box of Theodore Alteneder's first quality German silver drawing instruments, comprising the following pieces, viz: 1 patent joint divider, with steel legs, pen, pencil, and holder, needle point, and lengthening bar 6, inches, No. 1; 1 patent joint divider, with pen, pencil, holder, needle point, and lengthening bar, 6 inches, No. 2; 2 patent joint dividers, with pen, pencil, holder, and needle point, 3$\frac{1}{2}$ inches, No. 4; 1 patent joint divider, (plain,) 5 inches, No. 8; 1 patent joint divider, (plain,) 3$\frac{1}{2}$ inches, No. 9; 1 patent joint hair divider, 3$\frac{1}{2}$ inches, No. 12; 1 bow pen, No. 13; 1 bow pen and pencil holder, No. 14; 2 stepping divider, No. 15; 1 steel spring divider, and pen, No. 16; 1 steel spring divider, and pencil holder, No. 17; 1 pair proportionate dividers. new arrangement, all points movable in case of wearing with rack motion, 7$\frac{1}{2}$ inches, No. 21$\frac{1}{2}$; 1 pocket folding compass, No. 22; 1 beam compass with three bars, 36 inches, No. 23; 1 beam compass, furniture pen, pencil, and needle point, No. 24; 3 drawing pens,		

large size, with joint, No. 25; 3 drawing pens, medium size, with joint, No. 26; 4 drawing pens, small size, with joint, No. 27; 1 protractor, half circle, divided in half degrees, 4-inch, No. 33; 1 protractor, half circle, with arm and vernier, 5-inch, No. 35; 1 protractor, half circle, with two arms, to be changed, the longer arm 12 inches, clamp screw and vernier, 6 inch, No. 36; 1 eccentric ruler, No. 38; 1 calliper, No. 39; 1 boxwood scale, flat architectural, 12 inches, No 41; 1 boxwood scale, flat architectural, 6 inches, No. 41½; 4 triangles—2 30 degrees and 2 45 degrees—slant sides, fully 7 inches long, eyes of ivory screwed in to prevent metal from soiling paper, No 53; 1 protractor, T square, with wooden blade 4 feet long and protractor about 6½ inches, No. 55; 2 dozen papers pins, with steel pins screwed in, No. 57; 1 dozen papers pins, with hardened steel pins, No. 58; 5 horn curves, each different shape, No. 59; 2 sectors (plain) arms, jointed with thumb screw, to fix them at any angle for ruling lines—arms 6¾ inches long, ⅜ inch wide, ⅛ inch thick, ivory eyes screwed in to prevent metal from soiling paper; 1 horn centre, with handle, to prevent compasses from penetrating paper, and 1 ivory rule, 4 fold, 2 feet. The box to be substantially made, and lined with velvet throughout; provided with lock and key, and to contain as many movable trays as the number of instruments may require; each instrument let in its own recess; the protractors, curves, and scales arranged in the bottom of the box ..... $225 00 each.

1 set best quality drawing instruments, patent joints, made by Theodore Alteneder, Philadelphia, comprising the pieces numbered, as follows, (in the printed descriptive list furnished by the manufacturer's agent, William Wurdemann, corner of Delaware avenue and north A street, Washington, D. C.,) viz: Nos. 1, 5, 6, 7, 9, 10, 12, 13, 15, 16, 17, 19, 20, 21½, 22, 24. 25, 27, 28, 32, (4 inches,) 33, (10 inches,) 36, (8 inches,) 38, 39, 40, 43, 47, 49, 50, and 56 ..... 225 00 each.

To be delivered as required.

F. Blaisdell. Date of contract, July 30, 1863.

Class, No. 19, firewood.

690 cords best quality split pine wood ..... $5 73 per cord.

To be delivered as required.

Ephraim Wheeler. Date of contract, August 13, 1863.

Class No. 20, hay and straw.

25¼ tons (of 2,000 pounds) best timothy hay ..... $30 00 per ton.
4 tons (of 2,000 pounds) best rye straw ..... 15 00 per ton.

To be delivered as required.

B. W. Dorsey. Date of contract, July 30, 1863.

Class No. 21, provender.

960 bushels of corn, best quality ..... $1 00 per bushel.
1,000 bushels of oats, best quality ..... 95 per bushel.

To be delivered as required.

A. V. Gray. Date of contract, August 3, 1863.

Class No. 22, charcoal.

13,600 bushels best maple or pine charcoal ..... $0 12½ per bushel.

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, JULY 28, 1863.

Class No. 23, belting, packing, and hose.

100 pounds one-fourth inch vulcanized rubber for joints	$0 66	per pound.
100 pounds three-sixteenth inch vulcanized rubber for joints	56	per pound.
100 pounds one-eighth inch vulcanized rubber for joints	76	per pound.
100 pounds one-sixteenth inch vulcanized rubber for joints	33	per pound.

To be delivered as required.

C. B. DELA VERGNE. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 24, sperm and lubricating oils.

1,102 gallons pure winter-strained sperm oil, best	$1 60	per gallon.
2,300 gallons pure lard oil, equal to C. G. Allen & Co.'s extra	90	per gallon.
60 gallons neat's-foot oil, best quality	1 00	per gallon.

To be delivered as required.

H. V. B. BARKER. DATE OF CONTRACT, JULY, 28, 1863.

Class, No. 27, anthracite coal.

,600 tons (2,240 pounds) large lump Lehigh coal, for cupola use	$12 00	per ton.
200 tons (2,240 pounds) white ash egg coal, for furnaces	11 00	per ton.

All the above coal is to be of the best quality of its kind. To be delivered on or before the first day of November, 1863. The contractor is to place it in carts provided by the government; and the quantity delivered is to be paid for at the weights of the navy yard scales.

GEORGE H. PLANT. DATE OF CONTRACT, JULY 30, 1863.

Class No. 29, bituminous Cumberland coal.

7,950 tons, (2,240 pounds,) average run of the pit, of Cumberland coal	$5 64	per ton.

The above coal is to be of the best quality. To be delivered on or before the first of December, 1863. The contractor is to place it in carts provided by the government; and he quantity delivered is to be paid for at the weight of the navy yard scales.

JOSEPH L. SAVAGE. DATE OF CONTRACT, AUGUST 13, 1863.

Class No. 32, machinery and tools.

6 lathes, seven feet bed, to swing twelve inches diameter over slides, to weigh about 1,800 pounds each	$375 00	each.
6 lathes, nine feet bed, to swing sixteen inches diameter over slides, to weigh about 2,270 pounds each	450 00	each.

The above lathes to have cone pulleys, four or five speeds for 2½-inch belts, back geared; best cast-steel spindles, running in gun-metal boxes; feed positive by screw in the middle or on the front; reversing-rod on front of bed, with handle attached to, and travelling with, rest-carriage; screw-cutting gearing; large and small face plates; variable centring and travelling back-rests, with universal chucks, wrenches, &c., complete.

4 lathes, thirteen feet bed, to swing twenty inches diameter over slides, weighing about 4,300 pounds each; cone pulleys to have four or five speeds for a 3-inch belt; description same as seven and nine-feet beds	1,700 00	each.
2 lathes, sixteen feet beds, to swing twenty-four inches diameter over slides, weighing about 6,800 pounds each; cone pulleys to have four or five speeds for 3½-inch belts, back geared, and geared into face-plates, giving twelve regular changes; best cast-steel spindles, running in gun-metal boxes; hand movement of rest-carriage by rack cut in the		

bed; rest, with compound movement and adjustable tool-holder; feed positive by screw connected with the spindle by train of cone; gearing operated with internal clutches, giving three changes of feed without changing wheels; reversing-rod on side of bed, with handle attached to, and travelling with, rest-carriage; large and small face-plates; variable centring and travelling back-rests, with screw-gearing wrenches, and universal chucks, complete	$1,900 00	each.
1 lathe, 20 feet bed, to swing 28 inches diameter over slide, weighing about 8,300 pounds; description same as those of 16-feet bed	1,000 00	each.
1 lathe, 24 feet bed, to swing 32 inches diameter over slide, weighing about 11,000 pounds; cone pulleys to have 4 or 5 speeds for a 4-inch belt; description same as those of 16-feet beds	1,500 00	each.
2 planing machines, to plane 24 inches high and 24 inches wide, 6 feet long, weighing about 4,800 pounds each; movement of table by cut-rack and gearing, with quick return; feed positive, operating the head at any angle	1,100 00	each.
2 planing machines, to plane 36 inches high and 36 inches wide and ten feet long, weighing about 10,000 pounds each	1,500 00	each.
1 planing machine, to plane 48 inches high and 48 inches wide and 16 feet long, weighing about 22,000 pounds; description same as those planers 24 inches high and 24 inches wide	2,200 00	each.
4 shaping machines, 12-inch stroke, weighing about 3,500 pounds, crank motion by bevel wheels and cone pulleys; tool head with angular and circular movement; table is elevated by a screw and has self-feeding, horizontal movement, circular apparatus, vice, centres, &c., complete	1,100 00	each.
2 shaping machines, 18-inch stroke, weighing about 8,700 pounds, with uniform cutting and quick return crank motion; cone pulleys to have 4 or 5 speeds for 3½-inch belt, back geared, increased by bevel gearing, with compound angular and circular movement to tool head; table with horizontal and vertical movements elevated with rack and worm-wheel; horizontal and circular self-operating variable feed; heavy frame, cast hollow, enclosing and protecting the gearing and equalizing movement, and forming a closet for tools, &c.; vice for holding work, swivels on all angles and firmly held in any position without bolts; self-feeding, circular apparatus attached; centres, wrenches, &c, complete	1,500 00	each.
1 shaping machine, 24-inch stroke, weighing about 10,000 pounds; description same as those of 18-inch stroke	2,000 00	each.
1 slotting and paring machine, 8-inch stroke, weighing about 2,300 pounds, with crank motion geared with 3 speeds of cone for 3-inch belt; table movement circular and at right angles, to take in 2 feet diameter	400 00	each.
1 slotting and paring machine, 12-inch stroke, weighing about 6,000 pounds, with uniform cutting motion by crank, with quick return, adjustable by screw to any stroke less than 12 inches, with centre balance; cone pulleys, with 3 speeds for 3½-inch belt; strongly geared, driving-cone attached to frame, with belt-shifter; table movement at right angles, and revolved by worm-wheel; feed positive, self-operating, and adjustable; to take 4 feet diameter	500 00	each.
2 upright drilling machines, weighing about 5,200 pounds each, the upper portion of the framework to be supported by two columns, the front one carrying the table on which it swings and is elevated by worm-wheel and pinions, and is traversed by a screw, so that any portion of the table can be brought under the drill; centre of drill 25 inches from column; steel spindle; gun-metal boxes; changeable, self-operating feed; cone with four changes for 3-inch belt, back geared; balance spindle; driving-shaft and pulleys with belt-shifter attached	500 00	each.
1 upright drilling machine, weighing about 3,400 pounds, to be supported by a column resting on a large base plate, which		

carries the driving-shaft and pulleys; the table support swings on the column and is elevated by bevel gears and nuts, fitting a screw cut on the column; round table revolving on its centre so that any part of its surface can be brought under the drill and held there by clamp bolts; spindle steel, and geared two to one; cone pulley, with four speeds for 3-inch belt; centre of spindle 20 inches from column; belt-shifter, &c., complete	$375 00	each.
2 horizontal boring and drilling machines, weighing about 5,400 pounds, to have a long table elevated by two screws, connected by shaft and bevel gearing, carrying a saddle-plate with cross-table, which has a horizontal movement at right angles; steel spindle, with 15-inch traverse through the cone; three changes of feed by gearing, without changing wheels; main frame rests on a long base-plate, on which slides a stand to carry the outer end of the boring bar	800 00	each.
1 bolt-cutting machine, weighing about 2,200 pounds, to cut from a $\frac{1}{2}$ to 2 inches diameter, reverse motion, attached by friction clutches; the jaws in the cross-head are worked by right and left hand screws with gears, and will hold the taps, or any bolt the dies will cut	400 00	each.
1 boring and turning machine, weighing about 12,500 pounds, to swing 54 inches diameter without footstep or spindle, giving an opening through the centre for the chips to descend; heavy framework in one piece, bolted to bed to carry the cross-slide for boring and turning heads; spindle self-feeding horizontally and at all angles; cone-pulley to have 4 changes for 4-inch belt, back geared; cross-slide elevated with two screws, with immovable self-centring chucks	1,500 00	each.
2 "Woodworth's" pumps, steam cylinders, 8 inches in diameter	400 00	each.
1 punching and shearing machine, No. 3. To be strongly geared, with two pairs of gearing and driving pulleys attached, to punch a hole through the centre of a 40-inch sheet, and cut a sheet 18 inches from the edges; to be arranged so that the punch and shears can be used at the same time; capacity, an inch hole through inch iron; to occupy a space 6 by 4 feet; weight about 9,000 pounds	1,000 00	each.
1 12-inch shaping machine, No. 3. The cutting-bar to have 12-inch stroke, crank motion by bevel wheels and cone pulleys; tool head with compound angular and circular movement; table to be elevated by a screw and have self-feeding horizontal movements; circular apparatus, vice, centres, &c, complete; weight about 3,570 pounds	900 00	each.
1 upright drill, No. 2. The framework to be all in one piece; the table to be round, resting upon a cast-iron screw, on which there is to be a hand-wheel forming a nut for adjusting the same up and down; steel spindle, to be driven by bevel gears, three to one iron cone pulleys, with four changes for $2\frac{1}{2}$-inch belt; driving shaft and belt-shifters to be attached; weight, 1,600 pounds	400 00	each.
2 fourteen-inch hand lathes, to swing 24 inch diameter, with 6 feet bed, to have cone pulleys and four speeds for 2-inch belts, back geared; steel spindle to run in gun-metal boxes; common T rest to be fitted with eccentric screw chucks; weight, 1,000 pounds each	200 00	each.
2 universal chucks, 6 inches diameter, with four jaws, to work with independent screw	25 00	each.
1 universal chuck, 12 inches diameter, with four jaws, to work with independent screw	30 00	each.
1 universal chuck, 18 inches diameter, with four jaws, to work with independent screw	40 00	each.
1 tack machine, suitable for cutting from $\frac{1}{4}$ to $\frac{1}{2}$ inch copper tacks,	450 00	each.
1 pair stripping shears, suitable for cutting hard rolled copper $\frac{1}{12}$ to 1 inch in thickness	60 00	each.

All the above tools to be delivered within six months from and after date of contract.

BIDS INFORMAL. NO CONTRACT AWARDED.

Class A, Bishop's boom derrick.

This derrick is to be upon the plan known as "Bishop's patent boom derrick," and is to be constructed of wrought iron, with eight legs eight inches in diameter, or larger if the contractor deems necessary to secure the successful operation of the derrick, and of sufficient thickness to insure the strength necessary to perform the work required; the legs are to be strongly and securely braced and tied with iron. The distance from the wharf to the under side of the boom, when in place, is to be one hundred and twenty-five feet; the boom is to extend sixty feet on each side of the centre mast, and the whole machine in all its parts is to be capable of raising and swinging over the water a weight of 180,000 pounds, suspended at the centre of the arm, or thirty feet from the centre of the derrick. Also a weight of 60 gross tons suspended 50 feet from the centre of the derrick. The boom is to have a suitable travelling carriage, furnished with proper sheaves to receive the falls; and the machine is to be furnished with sufficient steam-power and all the necessary machinery and fixtures, including the purchase blocks, perfect and complete, except the falls, which will be furnished by the government.

All the materials are to be of the best quality, and the work is to be done in the most thorough and workmanlike manner; and the machine is to be fully and satisfactorily tested before being received by the government.

The government will loan the contractor such plank and boards for scaffolding, and blocks and falls, as may be necessary in erecting the derrick, and will furnish the fall to test it, which will be done under the direction of and at the risk of the contractor. The test will be to raise a weight of 180,000 pounds to the height of thirty feet above the wharf, swing the same around over the water and back; the weight to be suspended at a point on the boom thirty feet from the centre of the derrick. Then to raise a weight of 60 gross tons to the same height, suspended 50 feet from the centre of the derrick, swing the same around over the water and back.

The contractor is to furnish plans in detail, fixing the dimensions of all the various parts, and will guarantee the successful operation of the machine in performing the test as above described.

Offers will be received for a derrick as above described provided with steam-power, and also for the same machine properly arranged for working by horse-power, leaving it discretionary with the bureau to decide which shall be constructed.

The foundation will be prepared by the government up to the under side of the cast-iron bed-plate, after plans furnished by the contractor. The cast-iron bed-plate, and everything except the stone foundation and fall, will be furnished and put up in place by the contractor.

Bidders will state the time in which they will engage to complete the derrick ready for trial.

Schedule of materials required for the United States navy yard at Norfolk, Va., for the year ending June 30, 1864.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 6, white pine, spruce, juniper, and cypress.

1,000 feet white pine plank, 3-inch	$45	00	per M feet.
500 feet white pine plank, 2½-inch	40	00	per M feet.
3,000 feet white pine plank, 2-inch	45	00	per M feet.
2,500 feet white pine plank, 1½-inch	35	00	per M feet.
500 feet white pine plank, 1¼-inch	35	00	per M feet.
6,500 feet white pine boards, 1-inch	40	00	per M feet.
500 feet white pine boards, ½-inch	35	00	per M feet.

All to be of the best quality, and delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, JULY 30, 1863.

Class No. 11, iron, iron nails, and spikes.

1,300 pounds iron cut nails, sizes as required	$0	05½	per pound.
500 pounds wrought-iron spikes, 7 and 8 inches		7¾	per pound.

To be delivered as required.

JAMES L. SAVAGE. DATE OF CONTRACT, AUGUST 3, 1863.

Class No. 12, steel.

100 pounds round steel, sizes as required	$0 20	per pound.
500 pounds flat, square, and octagon cast steel, best, sizes as required	25	per pound.

To be delivered as required.

S. G. HOWE & CO. DATE OF CONTRACT, JULY 29, 1863.

Class No. 14, files.

¼ gross hand bastard files, 16 inches	$142 00	per gross.
¼ gross hand second-cut files, 16 inches	162 00	per gross.
¼ gross half-round bastard files, 16 inches	131 50	per gross.
½ gross round bastard files, 16 inches	131 50	per gross.
½ gross square bastard files, 16 inches	119 00	per gross.
¼ gross square taper files, 16 inches	119 00	per gross.
1½ gross flat bastard files, 14 inches	79 20	per gross.
½ gross flat second-cut files, 14 inches	96 60	per gross.
½ gross flat second-cut safe-edge files, 14 inches	96 60	per gross.
1½ gross hand bastard files, 14 inches	98 50	per gross.
½ gross hand second-cut files, 14 inches	117 25	per gross.
½ gross mill-saw files, 14 inches	79 20	per gross.
1 gross half-round bastard files, 14 inches	90 00	per gross.
½ gross round bastard files, 14 inches	90 00	per gross.
½ gross square bastard files, 14 inches	79 50	per gross.
½ gross square taper files, 14 inches	79 50	per gross.
1½ gross flat bastard files, 12 inches	57 00	per gross.
1¼ gross hand bastard files, 12 inches	67 20	per gross.
1 gross hand second-cut files, 12 inches	82 80	per gross.
¼ gross mill-saw files, 12 inches	57 00	per gross.
1 gross half-round bastard files, 12 inches	63 72	per gross.
1 gross half-round smooth files, 12 inches	84 50	per gross.
1 gross hand smooth files, 12 inches	90 00	per gross.
1 gross round bastard files, 12 inches	63 72	per gross.
½ gross square bastard files, 12 inches	57 00	per gross.
½ gross equalling files, 12 inches	79 50	per gross.
¼ gross three-square taper files, 12 inches	63 75	per gross.
1 gross flat second-cut files, 12 inches	69 00	per gross.
½ gross square straight files, 12 inches	79 50	per gross.
1½ gross hand bastard files, 10 inches	47 50	per gross.
1 gross half-round bastard files, 10 inches	43 20	per gross.
½ gross half-round fine files, 10 inches	55 20	per gross.
1 gross half-round second-cut files, 10 inches	50 00	per gross.
½ gross flat superfine files, 10 inches	100 00	per gross.
½ gross round bastard files, 10 inches	43 50	per gross.
½ gross square bastard files, 10 inches	40 80	per gross.
1½ gross flat bastard files, 10 inches	40 80	per gross.
¼ gross flat mill-saw files, 10 inches	40 80	per gross.
1 gross flat second-cut files, 10 inches	47 50	per gross.
¼ gross blunt square files, 10 inches	57 00	per gross.
1 gross half-round files, 10 inches	43 50	per gross.
¼ gross three-square taper files, 10 inches	43 50	per gross.
½ gross second-cut hand files, 10 inches	57 00	per gross.
½ gross smooth hand files, 10 inches	60 50	per gross.
1 gross hand bastard files, 8 inches	34 00	per gross.
1 gross half-round fine files, 8 inches	39 72	per gross.
1 gross half-round bastard files, 8 inches	29 50	per gross.
½ gross half-round second-cut files, 8 inches	36 50	per gross.
½ gross superfine files, 8 inches	79 20	per gross.
½ gross smooth files, 8 inches	39 60	per gross.
1 gross smooth hand files, 8 inches	43 50	per gross.
½ gross round bastard files, 8 inches	29 50	per gross.
½ gross square bastard files, 8 inches	29 40	per gross.

½ gross square taper files, 8 inches	$29 40	per gross.
¼ gross 3-square files, 8 inches	29 40	per gross.
¼ gross flat mill-saw files, 8 inches	27 60	per gross.
½ gross second-cut files, 8 inches	28 90	per gross.
½ gross flat second-cut safe-edge files, 8 inches	28 90	per gross.
½ gross second-cut hand files, 8 inches	39 60	per gross.
½ gross straight square files, 8 inches	43 20	per gross.
½ gross hand bastard files, 6 inches	23 00	per gross.
1½ gross flat bastard files, 6 inches	19 20	per gross.
½ gross mill-saw files, 6 inches	19 20	per gross.
½ gross half-round files, 6 inches	20 16	per gross.
½ gross second-cut half-round files, 6 inches	24 00	per gross.
½ gross smooth files, 6 inches	26 00	per gross.
½ gross round bastard files, 6 inches	20 16	per gross.
½ gross square bastard files, 6 inches	20 20	per gross.
1 gross flat bastard files, 6 inches	19 20	per gross.
½ gross 3-square taper files, 6 inches	22 30	per gross.
½ gross flat second-cut files, 6 inches	21 25	per gross.
½ gross hand-cut files, 6 inches	19 20	per gross.
½ gross flat-cut files, 4 inches	13 80	per gross.
¼ gross mill-saw files, 4 inches	13 80	per gross.
¼ gross half-round files, 4 inches	14 50	per gross.
¼ gross half-round second-cut files, 4 inches	18 00	per gross.
¼ gross round bastard files, 4 inches	14 50	per gross.
¼ gross square bastard files, 4 inches	14 40	per gross.
¼ gross round bastard files, 3 inches	14 50	per gross.
½ gross square taper files, 3 inches	14 40	per gross.
¼ gross square bastard files, 3 inches	14 40	per gross.
¼ gross flat bastard files, 3 inches	13 80	per gross.
¼ gross half-round bastard files, 3 inches	14 50	per gross.
½ gross 3-square taper files, 3 inches	11 40	per gross.
3¼ gross Stubbs's double cut handsaw files, from 3 to 5 inches	29 31	per gross.
¼ gross Stubbs's single-cut handsaw files, from 3 to 5 inches	25 12	per gross.
3 gross pit-saw files	20 00	per gross.

All the above files to be of the best quality. To be delivered as required.

JOHN LEARY. DATE OF CONTRACT, AUGUST 5, 1863.

Class No. 15, paints, oils, glass, &c.

500 pounds black paint	$0 07	per pound.
4,700 pounds white lead, ground in oil	10	per pound.
100 pounds dry red lead	11	per pound.
125 pounds litharge	11	per pound.
255 gallons linseed oil, boiled	1 35	per gallon.
5 pounds burnt umber	20	per pound.
2 gallons copal varnish	5 00	per gallon.
1,500 pounds fire proof-paint	03	per pound.
25 pounds Venetian red, in oil	12	per pound.
25 pounds Indian red	25	per pound.
100 pounds chrome green	20	per pound.
30 pounds chrome yellow	20	per pound.
25 pounds vermillion	30	per pound.
30 pounds Prussian blue	55	per pound.
25 pounds black lead	10	per pound.
65 gallons spirits turpentine	4 00	per gallon.
20 gallons pure English coach varnish	9 00	per gallon.
80 gallons alcohol	1 00	per gallon.
100 pounds lampblack	05	per pound.
526 panes window glass, 10 by 12	08	per pane.
200 panes window glass, 16 by 24	10	per pane.
240 panes window glass, 10 by 14	10	per pane.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 16, ship chandlery.

150	pounds white chalk	$0 04	per pound.
4	pounds red chalk	12	per pound.
½	dozen sash tools, Nos. 5 and 6	21 75	per dozen.
1	barrel tar	20 00	per barrel.
1	dozen paint brushes, assorted	15 00	per dozen.
15	glue brushes	50	each.
6	dozen oars, 15 feet long	30 00	per dozen.
2	dozen oars, 20 feet long	30 00	per dozen.
1	barrel best beef tallow	40 00	per barrel.
40	yards red bunting, 18 inches wide	25	per yard.
35	yards white bunting, 18 inches wide	25	per yard.
20	yards blue bunting, 18 inches wide	25	per yard.
12	yards cambric, white	20	per yard.
1½	pounds thread, white and red, as required	1 00	per pound.
1	dozen dusting brushes	6 00	per dozen.
2	dozen corn brooms	6 00	per dozen.
2	barrels of pitch	16 00	per barrel.
3,000	pounds oakum	11	per pound.

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, JULY 30, 1863.

Class No. 17, hardware.

1,000	copper tacks, ¾-inch	$0 75	per M.
1,000	iron tacks, ½-inch	10	per M.
100	pairs iron butt hinges, 2 and 3 inches	10	per pair.
12	pairs iron butt hinges, 4-inch	15	per pair.
12	store-door locks	2 25	each.
20	mortise locks, 5-inch	1 25	each.
15	closet locks, 3 by 6 inches	75	each.
6	carpenters' locks	96	each.
3	dozen water pails	3 98	per dozen.
2	axes	1 25	each.
3	hatchets	75	each.
½	dozen chalk lines	50	per dozen.
25	pounds twine	1 25	per pound.
55	gross iron screws, assorted	66	per gross.
210	pounds glue	25	per pound.
1	pair large shears, for cutting paper	1 13	per pair.
2	gross brass screws, assorted	1 13	per gross.
12	reams sandpaper, assorted	2 40	per ream.
12	dozen hammer handles	1 66	per dozen.
6	dozen sledge handles	2 66	per dozen.
100	pounds lamp-wick	76	per pound.
50	pounds emery, Nos. 0, ½, 1, and 2	13	per pound.
200	feet silk line	7 25	per 100 feet.
250	pounds spelter solder	33	per pound.
10	barrels facing, for moulders	13 00	per barrel.
10	pounds belt rivets	77	per pound.
550	pounds sheet copper, assorted sheets	47	per pound.
200	pounds sheet iron, as required	05	per pound.
500	pounds sheet lead, as required	14	per pound.
6	boxes XX tin	23 90	per box.
500	sheets of 28 ounce copper (say 3,500 pounds)	49	per pound.
300	pounds cotton waste	66	per pound.
6	reams Sibley's emery cloth	36 75	per ream.
1	dozen coal shovels	9 00	per dozen.
½	dozen steel railroad shovels	9 90	per dozen.
12	pairs blacksmith's bellows, 4 feet long	26 66	per pair.
½	dozen Stubbs's hack-saws, 14 inches	6 67	per dozen.
2	dozen moulders' riddling sieves, brass, assorted	16 67	per dozen.

1 Ohio grindstone, 4 feet diameter, 6 inches thick	$32 00	each.
2 Ohio grindstones, 3½ feet diameter, 4 inches thick	22 00	each.
6 pairs pliers, flat, 7 inches long	75	per pair.
6 pairs cutting pliers, 12 inches long	97½	per pair.
6 pairs cutting round pliers, 7 inches	80½	per pair.
1 dozen belt punches, assorted	2 67	per dozen.
2 pairs tinners' shears	4 67	per pair.
6 hand-vices, large size	4 67	each.
2 pairs snips, No. 6	3 56	per pair.
2 riveting sets, 4 sizes	98	each.
2 dozen ship augers, $\frac{7}{16}$ to 1 inch	7 76	per dozen.
2 dozen ship augers, $1\frac{1}{16}$ to $1\frac{1}{2}$ inch	12 27	per dozen.
4 dozen Coe's monkey wrenches, assorted	15 40	per dozen.
7 bales of hay, for moulder's use	3 33	per bale.
2 gum valves for dock engine, pumps 45¼ inches diameter, and 1¼ inch thick, best	8 16	each.
1 oil globe, for dock engine	16 07	each.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, JULY 28, 1863.

Class No. 18, stationery.

6 reams stop ruled regulation paper	$14 00	per ream.
12 reams foolscap paper	10 00	per ream.
10 reams letter paper	6 00	per ream.
4 reams note paper	4 00	per ream.
200 large size document envelopes	2 00	per 100.
1,800 ordinary size document envelopes, white and yellow	2 00	per 100.
2,500 letter envelopes, white and yellow	50	per 100.
3 reams envelope paper	10 00	per ream.
½ ream blotting board, thick	25 00	per ream.
4 gross Washington and medallion pens	2 00	per gross.
3 gross M. L. Leman's commercial pens	2 00	per gross.
3 gross Myer Phenias's patent double spring pens	3 00	per gross.
2 gross William Minifie's office pens	4 00	per gross.
3 dozen penholders	1 00	per dozen.
½ gross Faber's octagon drawing pencils, Nos. 3, 4, and 5 H. B., and 6 H., assorted	20 00	per gross.
2 gross Faber's lead pencils, Nos. 1, 2, and 3	10 00	per gross.
3 gallons Maynard & Noyes's writing ink, in bottles	2 00	per gallon.
1 quart carmine ink, best, in bottles	2 00	per quart.
¼ pound red wafers	2 00	per pound.
½ pound red sealingwax	5 00	per pound.
2 dozen pieces India-rubber	3 00	per dozen.
6 almanacs, common, 1864	50	each.
½ dozen pieces emery-mixed rubber	2 00	per dozen.
4 dozen pieces red tape	50	per dozen.
2 dozen pieces silk taste	6 00	per dozen.
5 dozen memorandum books, assorted	4 00	per dozen.
7 four-quire blank books	3 00	each.
12 3-quire blank books	2 50	each.
2 account books, (for civil engineers,) ruled and bound	10 00	each.
½ ream blanks for constructor	10 00	per ream.
½ ream monthly reports for civil engineer	10 00	per ream.
½ ream invoices for navy storekeeper	12 00	per ream.
½ ream statement of transfers for navy storekeeper	12 00	per ream.
½ ream monthly reports for navy storekeeper	10 00	per ream.
½ ream requisitions for navy storekeeper	12 00	per ream.
½ ream orders for navy storekeeper	12 00	per ream.
½ ream vouchers for navy storekeeper	12 00	per ream.
½ ream certificates of inspection for navy storekeeper	12 00	per ream.
½ ream bills lading for navy storekeeper	12 00	per ream.
6 sheets pasteboard	50	per sheet.
6 inkstands	1 50	each.

6	slates, medium size	$1 00	each.
½	gross slate pencils	3 00	per gross.
2	knives, best quality Congress	2 50	each.
200	goose quills	5 00	per 100.
100	sheets Whatman's drawing paper, "Uncle Sam's"	4 00	per sheet.
50	sheets Whatman's drawing paper, "antiquarian"	2 00	per sheet.
50	sheets Whatman's drawing paper, "double elephant"	1 50	per sheet.
50	sheets Whatman's drawing paper, "imperial" double thickness	1 00	per sheet.
12	yards carton drawing paper	1 00	per yard.
12	yards American tracing cloth	1 25	per yard.
25	sheets tracing paper	1 00	per sheet.
2	pounds gum-arabic	50	per pound.
12	bottles mucilage	50	per bottle.
6	dozen camels' hair pencils, large size	1 50	per dozen.
6	dozen sable hair pencils, assorted	3 00	per dozen.
6	erasers	1 00	each.
2	dozen drawing-pins	2 00	per dozen.
6	cakes Newman's colors, assorted	1 00	each.

To be delivered as required.

PETER DILWORTH. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 19, firewood.

500	cords seasoned pine wood	$5 70	per cord.

To be delivered as required.

PETER DILWORTH. DATE OF CONTRACT, AUGUST 1, 1863.

Class No. 21, provender.

5½	tons of hay for horse	$45 00	per ton.
7,500	pounds meal for horse	6 10	per 100 pounds.
5,000	pounds oats for horse	6 00	per 100 pounds.

To be delivered as required.

KING & BURCHELL. DATE OF CONTRACT, JULY 29, 1863.

Class No. 22, charcoal.

1,200	bushels charcoal	$0 40	per bushel.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, AUGUST 7, 1863.

Class No. 23, belting, packing, and hose.

100	feet oak-tanned leather belting, sewed, 12 inches wide	$1 25	per foot.
50	feet oak-tanned leather belting, sewed, 8 inches wide	76	per foot.
100	feet oak-tanned leather belting, sewed, 5 inches wide	46	per foot.
200	feet oak-tanned leather belting, sewed, 4 inches wide	56	per foot.
400	feet oak-tanned leather belting, sewed, 3½ inches wide	52	per foot.
300	feet oak-tanned leather belting, sewed, 3 inches wide	27	per foot.
500	feet oak-tanned leather belting, sewed, 2½ inches wide	23	per foot.
100	feet oak-tanned leather belting, sewed, 2¼ inches wide	21	per foot.
2	sides oak-tanned pump leather, best	10 00	per side.
2,000	pounds rubber packing	1 25	per pound.
500	pounds flax packing	28	per pound.
500	pounds hemp packing	28	per pound.
24	sides lace leather	2 25	per side.
500	feet Boyd's canvas hose, per sample at yard	30	per foot.

To be delivered as required.

C. B. Dela Vergne. Date of contract, August 1, 1863.

Class No. 24, sperm and lubricating oils.

200 gallons winter-strained sperm oil	$1 30	per gallon.
100 gallons fine metallic lubricating oil	1 00	per gallon.
1 barrel neat's-foot oil	30 00	per barrel.

To be delivered as required.

Seth Caldwell, jr. Date of contract, July 29, 1863.

Class No. 27, anthracite coal.

150 tons (2,240 pounds) white ash anthracite coal, steamboat size, for engines	$9 50	per ton.
30 tons (2,240 pounds) white ash anthracite coal, egg size, for stoves for yard	9 50	per ton.
125 tons (2,240 pounds) white ash anthracite coal, egg size, for stoves for hospital	9 50	per ton.

All the above coal is to be of the best quality of its kind, to be delivered on or before the 15th day of November, 1863, 125 tons of which the contractor is to discharge at the United States navy hospital wharf into carts furnished by the government, and the remainder (180 tons) at this yard, into carts furnished by the government; and the quantity delivered is to be paid for at the weights of the navy yard scales.

Seth Caldwell, jr. Date of contract, July 29, 1863.

Class No. 30, semi-bituminous Broad Top coal.

400 tons (2,240 pounds) Wigton Broad Top coal, for smiths and engines	$9 50	per ton.

The above coal is to be of the best quality, to be delivered on or before the 15th of November, 1863. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

John R. Elvans. Date of contract, July 29, 1863.

Class No. 31, copper and composition nails.

250 pounds composition sheathing nails	$0 25	per pound.
500 pounds composition spikes, 9-inch	50	per pound.

To be delivered as required.

No. 3.

BUREAU OF EQUIPMENT AND RECRUITING,
Washington, October 1, 1863.

SIR: I have the honor to submit the following report, to accompany the estimates for this bureau for the fiscal year ending June 30, 1865.

The appropriation asked for is $7,546,534 more than for the present fiscal year, but is not believed to be greater than our increasing navy demands; and, indeed, owing to the various contingencies of war, which it is impossible to foresee and provide for, these estimates may not be sufficient to meet all demands, especially that for coal.

This bureau was established by act of Congress approved July 5, 1862, but its organization was not perfected till October of the same year, and the short but energetic administration of the late and lamented Admiral Foote was rapidly promoting a system of order and economy highly advantageous to the government.

Under his direction an officer of the navy was appointed superintendent of the shipment of coal to the different blockading squadrons and other points. The chartering of vessels, and their appraisement in case of the government assuming the war risk, as well as demurrage in cases of detention, are under his immediate supervision, and for the transacting of business an office has been established at No. 323 Walnut street, Philadelphia, where masters or owners of vessels can apply directly for freight, without being obliged to use a broker for that purpose. A great saving to the government has also been effected by this arrangement, and the supplies of coal have been so regularly forwarded that our vessels have been relieved of any serious embarrassment on that account. In addition to the vessels on our own coast, constant supplies of coal are forwarded to several ports in the West Indies for the convenience of our cruisers. The government assumes the war risk on coal vessels bound to any port south of the limits of the South Atlantic squadron. Of the 168 thus insured, but one, the bark Whistling Wind, has been destroyed by the rebel privateers, and two were lost on the repulse at Galveston. The total amount paid by the government for these vessels is $48,226 96. The quantity of coal (130,000 tons) contracted for the present fiscal year will be expended in December.

The large number of vessels fitting out, repairing, and in commission, require the ropewalk in Charleston navy yard to be kept in operation day and night. The office of superintendent is one of great responsibility, not only in superintending the different processes by which the hemp is prepared and made into rope, but the inspection of hemp and other materials is made by him, and on his decision they are rejected or purchased. The amount expended in the purchase of hemp and other material employed in rope-making during the fiscal year ending June 30, 1863, was $419,797 18; labor, $65,982 95; total, $485,780 13.

The expenditures for this year will exceed this amount. The leakage from tar barrels is about ten per cent. a year, and the expenditure at the ropewalk about 1,500 barrels. As the government is receiving tar from North Carolina at a much lower rate than the market price, I would recommend that a large tank be constructed at the navy yard for the purpose of holding the tar, free from leakage and waste. I think it would be of advantage to the government, and I respectfully recommend to your consideration that the pay of the superintendent be increased to $2,000 per annum.

The government having but one yard where anchors and cables are manufactured, it is unable to supply the wants of the navy. A contract for 466 anchors, amounting to $47,905, has been satisfactorily completed, and it will be necessary again to invite proposals to furnish anchors. Cables which the

government cannot manufacture are bought to the best advantage for the government.

It has long been a desideratum to obtain a galley, or cooking range, for our vessels, possessing advantages over the galleys generally used in the navy. Various designs have been sent to the bureau, and the one accepted is now about being completed at Portsmouth, New Hampshire. Another is also being made after a foreign pattern, and, when tested, a report upon their merits will be made.

The number of men in the naval service on the 1st of July last was about 34,000, including the Mississippi river flotilla. The enlistments this year, from the 1st January to the 1st October, were 19,000 men. A large proportion of these were landsmen, but our vessels being mostly steamers, their services are immediately available. Unlike the army, we offer no bounty to men to enlist, and hence thousands of sailors are in the army, attracted there by the large bounties. I would respectfully recommend that a bounty be offered to persons to enlist in the navy, to be graduated according to the rates under which they enlist, and as to the terms of their enlistments, whether for one, two, or three years. With such inducements it is believed that our navy can be fully manned, which now is, at times, pressed to supply its wants.

Agents, who are paid a small bonus, are employed in different parts of the country to enlist men, and to them the navy is indebted for a large number of recruits.

By a law to provide a more efficient discipline for the navy, approved March 2, 1855, firemen and coal heavers are not included among those who shall receive three months' pay on re-enlisting, upon presentation of an "honorable discharge." I would respectfully recommend that the law be amended so as to include them.

I have the honor to be, very respectfully, your obedient servant,

A. N. SMITH,
Chief of Bureau, ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the letter of the Chief of the Bureau of Equipment and Recruiting to the Secretary of the Navy, dated October 1, 1863.

E. & R. No. 1. Estimate for the support of the bureau.
E. & R. No. 2. Estimate for pay of the navy.
E. & R. No. 3. Estimate for the purchase of hemp, and other materials.
E. & R. No. 4. Estimate for fuel for the navy.
E. & R. No. 5. Estimate for equipment, stores, &c.
E. & R. No. 6. Estimate for contingent expenses.
E. & R. No. 7. General estimate of the bureau.
E. & R. No. 8. Abstracts of offers for supplies for the fiscal year ending June 30, 1864.
E. &. R. No. 9. List of contracts made by the bureau for the current fiscal year.

E. & R. No. 1.

Estimate of the amount required for the support of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1865.

For salary of the chief of the bureau	$3,500 00
For salary of chief clerk	1,800 00
For salaries of two clerks, at $1,400 each	2,800 00
For salary of one clerk	1,200 00
For salary of messenger, per act of Congress July 5, 1862; Statutes at Large, 2d session, chapter 134, section 3, page 511	840 00
For salary of laborer, per act of February 25, 1862; Statutes at Large, section 2, chapter 59, page 695	600 00
	10,740 00
Contingent: For stationery, books, &c	500 00
	11,240 00
Appropriation for the year ending June 30, 1864	$12,840 00

E. & R. No. 2.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps, of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending 30th June, 1865.

Appropriation for the year ending 30th June, 1864	$13,800,000 00
Estimate for the year ending June 30th, 1865:	
40,000 men, at $235 per annum	$9,400,000 00
6,000 officers, averaging $1,500	9,000,000 00
	18,400,000 00

E. & R. No. 3.

Estimate for the purchase of hemp and other material for the fiscal year ending June 30, 1865.

Appropriation for the year ending June 30, 1864	$320,000 00
Estimate for the year ending June 30, 1865:	
For the purchase of 1,200 tons of hemp, hides, pitch, tar, and other materials, including labor	700,000 00

E. & R. No. 4.

Estimate of coal for steamers, with the expense of transportation, storage, &c., for the fiscal year ending June 30, 1865.

Appropriation for the year ending June 30, 1864	$2,690,000 00
Estimate for the year ending June 30, 1865:	
For the purchase of coal, and the transportation and expenses thereon, for 400 steam vessels	3,840,000 00

E. &. R. No. 5.

Estimate of the amount required for the purchase of articles for the equipment of vessels in the navy for the fiscal year ending June 30, 1865.

Appropriation for the year ending June 30, 1864	$2,000,000 00
Estimate for the year ending June 30, 1865:	
For the purchase of various articles of equipment, canvas, leather, cables and anchors, furniture, &c., and stores in the masters', boatswains', and sailmakers' departments	3,000,000 00

E. & R. No. 6.

Estimate of the amount required for contingent expenses for the fiscal year ending June 30, 1865.

Appropriation for the year ending June 30, 1864	$1,000,000 00
Estimate for the year ending June 30, 1865:	
For expenses that may accrue for the following purposes, viz: Expenses of recruiting; travelling expenses of officers; transportation of men and materials; printing and stationery; advertising in newspapers; postage on public letters; wharfage and demurrage; funeral expenses; apprehending deserters; pilotage and towage of vessels and assistance to vessels in distress; and for bills of health and quarantine expenses of vessels in the navy	1,500,000 00

RECAPITULATION OF ESTIMATES.

Salaries	$10,740 00
Contingent	500 00
	11,240 00

NAVAL SERVICE.

Pay of the navy	$18,400,000 00
Hemp and other materials	700,000 00
Coal for steamers' use	3,840,000 00
Equipment of vessels	3,000,000 00
Contingent expenses	1,500,000 00
	27,440,000 00

A. N. SMITH,
Chief of Bureau, ad interim.

BUREAU OF EQUIPMENT AND RECRUITING, *October* 1, 1863.

E. & R. No. 7.

Estimates of appropriations under the control of the Bureau of Equipment and Recruiting for the service of the fiscal year ending June 30, 1865.

Heads of appropriations.	Estimates of appropriations required for the fiscal year ending June 30, 1865.	Estimates of the balances of appropriations unexpended on June 30, 1864, which may be applied to the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
Civil and contingent expenses	$11,240 00	.....	$12,840 00
Recruiting stations	.....	.....	81,866 70
Pay of the navy	18,400,000 00	.....	13,800,000 00
Hemp and other materials	700,000 00	$500,000 00	320,000 00
Coal for steamers' use	3,840,000 00	.....	2,690,000 00
Equipment of vessels	3,000,000 00	.....	2,000,000 00
Contingent expenses	1,500,000 00	.....	1,000,000 00
Total	27,451,240 00	500,000 00	19,904,706 70

A. N. SMITH, *Chief of Bureau, ad interim.*

BUREAU OF EQUIPMENT AND RECRUITING, *October* 1, 1863.

E. & R. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF EQUIPMENT AND RECRUITING, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Kittery, Maine, under advertisement dated February 13, 1863.

Class G, cooking utensils:	
Joseph L. Savage	*$154 25
H. J. Collins & Co	237 00
Class K, leather:	
William J. Cole	475 00
George Adams	*400 00
Joseph L. Savage	550 00
J. C. Carr	490 00
H. J. Collins & Co	700 00
Class L, hose:	
H. D. Stover	3,625 00
James R. Pugh	*3,080 00
George Adams	4,250 00
Joseph L. Savage	4,780 00
H J. Collins & Co	3,200 00
Class N, bunting:	
Horstman Bros. & Co	758 50
George Adams	$726 00
H. J. Collins & Co	*654 00
Class O, lanterns:	
H. D. Stover	1,060 00
William Porter & Sons	*962 00
H. J. Collins & Co	1,268 00
Class Q, sperm oil:	
Zibean Southard	3,938 00
H. D. Stover	*3,880 00
George Adams	4,500 00
Joseph L Savage	4,800 00
H. J. Collins & Co	5,400 00
Class S, stationery:	
Hall L. Davis	*331 72
Joseph H. Foster	655 67
William A. Wheeler	527 76

Offers for supplies for the navy yard, Charlestown, under advertisement dated February 13, 1863.

Class G, cooking utensils:	
Moses Pond & Co	$2,082 12
Smith Bros. & Co	*821 34
C. W. Scofield	887 00
H. J. Collins & Co	3,208 82
Class J, flax and cotton twine:	
George Adams	1,550 00
C. W. Scofield	*1,478 00
H. J. Collins & Co	1,500 00
Class K, leather:	
C. W. Scofield	1,990 00
H. J. Collins & Co	2,820 00
Class L, hose:	
James R. Pugh	*2,100 00
George Adams	2,700 00
Smith Bros. & Co	2,377 00
C. W. Ccofield	3,060 00
H. J. Collins & Co	2,580 00
Class M, brushes:	
Burnet Forbes	*$45 00
George Adams	65 00
C. W. Scofield	67 50
H. J. Collins & Co	65 00
Class N, bunting:	
Benjamin T. Pippey	*4,907 00
George Adams	6,276 40
H. J. Collins & Co	5,892 70
Class Q, sperm oil:	
Oakman & Eldrige	5,000 00
Zibean Southard	4,872 50
H. D. Stover	*4,700 00
George Adams	5,625 00
Mullett & Bradbury	4,750 00
C. W. Scofield	6,000 00
H. J. Collins & Co	6,500 00

* Accepted.

Class S, stationery:

Abram E. Cutter	*$1,974 90
William A. Wheeler	2,414 16

Class T, firewood:

Oakman & Eldrige	*1,480 00
Sam. & Ed. Knight	1,675 00
C. W. Scofield	3,500 00
H. J. Collins & Co	3,600 00

Class X, whale and fish oil:

Oakman & Eldrige	*$3,275 00
Zibeon Southard	3,885 00
H. D. Stover	4,600 00
George Adams	4,800 00
Mullett & Bradbury	3,800 00
C. W. Scofield	4,900 00
H. J. Collins & Co	4,500 00

Offers for supplies for the navy yard, Brooklyn, under advertisement dated February 13, 1863.

Class G, cooking utensils:

Thomas M. Shepard	$5,586 90
C. W. Scofield	*4,171 50
H. J. Collins & Co	5,563 00
Packard & Hill	4,398 00
William Kirkland	4,189 73

Class H, flax canvas:

Thomas A. Timmings	*29,350 00
William Brand	33,780 00
DeGroot & Peck	29,420 00
C. W. Scofield	31,400 00

Class J, twine:

William Brand	2,875 00
C. W. Scofield	2,079 00
H. J. Collins & Co	*1,887 50

Class K, leather:

C. W. Scofield	*4,272 00

Class L, hose:

John J. Bingham	*1,916 00
H. D. Stover	2,185 00
Burnet Forbes	2,178 00
C. W. Scofield	2,083 00

Class M, brushes:

Burnet Forbes	*242 40
C. W. Scofield	330 60
H. J. Collins & Co	376 80

Class N, dry goods:

S. Higgins	*$6,585 00
H. J. Collins & Co	7,720 00

Class O, lanterns:

H. D. Stover	*390 00
Burnet Forbes	405 00
H. J. Collins & Co	1,260 00

Class Q, sperm oil:

H. D. Stover	11,900 00
Burnet Forbes	8,500 00
C. W. Scofield	12,000 00
H J. Collins & Co	13,500 00
S. B. Bawles	*8,400 00

Class R, ship chandlery:

Zeno Secor	*3,447 66
C. W. Scofield	3,810 70
H. J. Collins & Co	3,478 00

Class T, firewood:

James H. Stark	†3,750 00
Watson & Pittinger	*4,125 00
Burnet Forbes	7,500 00
C W. Scofield	8,500 00
H. J. Collins & Co	9,000 00

Class No. 43, tar:

H. D. Stover	2,000 00
Burnet Forbes	4,000 00
C W. Scofield	*1,175 00
H. J. Collins	1,190 00

Offers for supplies for the navy yard, Philadelphia, under advertisement dated February 13, 1863.

Class G, cooking utensils:

Jacob G. DeTurck	$290 00
Charles M Ghriskey	*277 10
H. J. Collins & Co	452 20
Edwin D. Stones	351 90
C. W. Scofield	346 10

Class H, flax canvas:

Thomas A. Timmins	34,775 00
William Brand	$40,075 00
C. W. Scofield	*34,005 00
DeGroot & Peck	34,445 00

Class I, cotton canvas:

Theodore Polhemus, jr	*6,001 00
E. J. Crippin	10,079 00
C. W. Scofield	6,866 00

* Accepted.

† Failed to execute.

Class J, twine:

William Brand	$1,097 50
Jacob G. DeTurck	815 60
H. J. Collins & Co	*701 80
E. J. Crippin	1,312 00
C. W. Scofield	778 20

Class K, leather:

Hulseman, Berry & Baugh	*904 50
Jacob G. DeTurck	1,127 90
H. J Collins & Co	1,737 00
C. W. Scofield	1,271 60

Class L, hose:

James R. Pugh	*2,080 00
C. W. Scofield	3,060 00
H. D. Stover	3,500 00

Class N, bunting:

Jacob G. DeTurck	2,826 10
H. J. Collins & Co	*2,573 00
Horstman Bros. & Co	$2,893 00
E. J. Crippin	3,805 00

Class Q, sperm oil:

Charles M. Ghriskey	12,000 00
H J. Collins & Co	10,400 00
C. W. Scofield	9,600 00
Henry D. Stover	*9,520 00

Class R, ship chandlery:

Charles M. Ghriskey	3,418 05
H J. Collins & Co	*3,266 30
C. W. Scofield	3,919 45

Class S, stationery:

Wm. F. Murphy & Sons	*686 74
Ferdinand Foster	755 80
William A. Wheeler	718 00

Class T, firewood:

Charles M. Ghriskey	*375 00
E. J. Crippin	425 00
C. W. Scofield	900 00

Offers for supplies for the navy yard, Washington, under advertisement dated February 13, 1863.

Class No. 7, cooking utensils:

Joseph L Savage	$1,557 00
Ephraim Wheeler	1,635 00
William A. Wheeler	*1,534 00

Class H, flax canvas:

Thomas A. Timmins	*6,540 00
William Brand	7,405 00

Class I, cotton canvas:

Fox & Polhemus	14,920 00

Class J, twine:

Joseph L. Savage	2,650 50
Ephraim Wheeler	*1,853 00
H. J. Collins & Co	3,386 00

Class K, leather:

Joseph L. Savage	*765 00
Ephraim Wheeler	1,054 00
H. J. Collins & Co	1,148 00

Class M, brushes and brooms:

Joseph L. Savage	2,133 00
Ephraim Wheeler	*799 00
H. J. Collins & Co	1,078 00

Class N, dry goods:

Joseph L. Savage	3,597 00
Ephraim Wheeler	$3,644 20
William A. Wheeler	3,880 00
Horstman Bros. & Co	*3,386 76
H. J. Collins & Co	4,030 40

Class Q, sperm oil:

King & Burchell	4,700 00
H. D. Stover	*4,600 00
H. J. Collins & Co	5,460 00
William A. Wheeler	4,920 00

Class U, lanterns:

Joseph L. Savage	2,400 75
Ephraim Wheeler	*2,298 00
H. D Stover	3,867 50
Wm. Porter & Sons	2,431 50
H. J. Collins & Co	3,209 00

Class R, ship chandlery:

Joseph L. Savage	1,618 50
Ephraim Wheeler	*1,274 10
H. J. Collins & Co	1,751 00

Class S, stationery:

Philp & Solomon	3,608 54
William A. Wheeler	*2,866 35
Blanchard & Mohun	3,352 55

Class T, firewood:

John Brown	*1,400 00

* Accepted.

Ephraim Wheeler	$1,500 00
H. D. Stover	4,500 00
H. J. Collins & Co.	3,800 00

Class "33," hardware:

Joseph L. Savage	$1,364 00
Ephraim Wheeler	*913 25
H. J. Collins & Co	1,717 30

Scale of offers for the delivery of 100,000 *tons of anthracite coal, to be delivered at Philadelphia, under advertisement dated May* 5, 1863.

William N. Hirst	$625,000 00
Joel H. Rothermel	*622,000 00
Chas. A. Hecksher & Co.	$630,000 00

Scale of offers for the delivery of 30,000 *tons anthracite coal at New York, under advertisement dated May* 5, 1863.

Lewis Buckman	*$209,400 00
Chas. A. Hecksher & Co	$222,000 00

Offers for supplies for the navy yard at Kittery, under advertisement dated June 6, 1863.

Class No. 1, flax canvas and twine:

Benj. T. Pippey	$24,537 50
Wm Brand	*18,344 12
De Groot & Peck	24,138 50
Freeman Orne	25,961 50
C. W. Scofield	26,883 00
H. T. B. Baker	24,850 00
Wm. A. Wheeler	27,041 50
Wm. Brand	†17,426 92

Class No. 5, sperm oil:

Southard, Herbert & Co.	*3,180 00
Lockwood & Collins	4,460 00
H. D. Stover	3,200 00
C. B de la Vergue	3,380 00
R. K Oxford	4,400 00
Banker & Carpenter	3,390 00
C. W. Scofield	3,880 00
Wm. A. Wheeler	4,500 00

Class No. 7, cooking utensils:

Lockwood & Collins	691 00
Ezra A. Stevens	410 50
Mathias Ellis	405 50
H. D. Stover	544 50
Smith Bros. & Co	*341 50
Wm. A. Wheeler	408 15

Class No. 8, stoves:

Lockwood & Collins	216 00
Ezra A. Stevens	78 00
Mathias Ellis	*57 00
H. D. Stover	96 00
Smith Bros. & Co	120 00
William A. Wheeler	150 00

Class No. 10, leather:

Lockwood & Collins	*$354 00
George Adams	382 50
Nath. R. Leman	424 00
William A. Wheeler	619 50

Class No. 11, leather hose:

Lockwood & Collins	5,076 00
H. D. Stover	6,000 00
Smith Bros. & Co	4,540 00
James R. Pugh	*4,425 00
William A. Wheeler	5,430 00

Class No. 13, lanterns and lamps:

William Porter & Sons	3,861 00
H. D. Stover	5,353 00
Smith Bros. & Co	*3,653 25
William A. Wheeler	5,308 50

Class No. 15, tar:

Lockwood & Collins	*233 20
George Adams	740 00
H. D. Stover	1,000 00
George T. Vaughan	277 40
Banker & Carpenter	315 00
William A. Wheeler	860 00

Class No. 18, tallow:

Southard, Herbert & Co.	140 00
Lockwood & Collins	120 00
George Adams	135 00
H. D. Stover	‡120 00
Rufus K. Oxford	140 00
William A. Wheeler	150 00

* Accepted. †Informal. ‡ Class No. 18 awarded to H. D. Stover by lot.

Class No. 20, brushes :

Lockwood & Collins	*$550 20
H. D. Stover	633 60
Smith Bros. & Co	462 59
William A. Wheeler	649 90

Class No. 22, stationery:

George T. Vaughan	*1,659 75
William A. Wheeler	2,368 98

Class No. 23, hardware:

Lockwood & Collins	1,353 00
H. D. Stover	1,850 75
John H Bailey	649 00
Smith Bros. & Co.	* 627 90
William A. Wheeler	1,253 25

Class No. 24, ship chandlery:

Lockwood & Collins	3,125 22
Smith Bros & Co	*2,813 45

Class No. 27, dry goods:

Lockwood & Collins	1,153 00
Joy & Illsley	748 04
John H. Bailey	* 736 00
William A. Wheeler	1,250 25

Class No. 29, firewood :

Trickey & Jewett	*$1,340 00
D. A. Hammond	1,647 20
J M. Davis	1,540 00
H D. Stover	1,780 00
William A. Wheeler	1,630 00

Class No. 31, tar oil, &c.:

Southard, Herbert & Co.	270 00
Lockwood & Collins	340 00
George Adams	402 50
H D. Stover	875 00
George T. Vaughan	382 75
Smith Bros. & Co	277 00
William A. Wheeler	* 262 50

Class No. 25, copper wire:

Lockwood & Collins	690 00
Math. Ellis	* 447 50
George Adams	650 00
H. D. Stover	600 00
John H. Bailey	590 00
Smith Bros. & Co	530 00
William A. Wheeler	650 00

Offers for supplies for the navy yard, Charlestown, under advertisement dated June 6, 1863.

Class No. 1, flax canvas and twine :

Freeman Orne	$137,910 00
Benjamin T. Pippey	123,990 00
William Brand	*86,556 00
De Groot & Peck	124,587 50
Henry T B Barker	132,176 00
William A. Wheeler	136,210 00
William Brand	†82,228 20

Class No. 5, sperm oil :

Southard Herbert & Co	8,000 00
Lockwood & Collins	11,150 00
Mixer, Whiteman & Co	10,400 00
Mullett & Bradbury	8,500 00
H. D Stover	* 6,250 00
C. B. de la Vergne	8,350 00
Banker & Carpenter	8,225 00
William A. Wheeler	11,000 00

Class No. 7, cooking utensils :

Lockwood & Collins	1,367 60
Math Ellis	994 38
H. D. Stover	* 687 60
Smith Bros. & Co	1,056 80
William A. Wheeler	1,066 20

Class No. 8, stoves :

Math. Ellis	318 00
Smith Bros. & Co	*$252 00
William A. Wheeler	600 00

Class No. 10, leather :

Lockwood & Collins	3,283 28
George Adams	* 3,016 44
Nath. R Leman, jr	4,024 60
William A. Wheeler	4,954 40

Class No. 11, leather hose :

Lockwood & Collins	3,366 12
H D. Stover	3,994 00
Smith Bros & Co	* 2,921 30
James R. Pugh	3,115 20
William A. Wheeler	3,745 00

Class No. 12, ox hides :

Lockwood & Collins	22,800 00
George Adams	* 17,676 00
Nath. R Leman, jr	21,600 00
William A. Wheeler	42,000 00

Class No. 13, lanterns and lamps :

William Porter & Sons	3,399 50
H D. Stover	* 3,000 90
Smith Bros. & Co	3,086 30
William A. Wheeler	3,841 50

* Accepted.

† Informal.

Class No. 15, tar:

Lockwood & Collins	*$225 00
George Adams	498 75
H. D. Stover	375 00
Banker & Carpenter	360 00
William A. Wheeler	875 00

Class No. 18, soap and tallow:

Southard, Herbert & Co	674 00
Lockwood & Collins	669 00
George Adams	706 00
Mullett & Bradbury	*588 50
H. D. Stover	605 00
Smith Bros & Co	790 00
William A. Wheeler	825 00

Class No. 20, brushes:

Lockwood & Collins	1,512 30
H. D. Stover	1,833 10
Smith Bros. & Co	*1,350 56
Banker & Carpenter	2,162 46
William A. Wheeler	1,800 50

Class No. 22, stationery:

Abram E. Cutter	*3.840 69
William A. Wheeler	4,961 25
J. M. Whittemore	5,029 50

Class No. 23, hardware:

Lockwood & Collins	745 00
H. D. Stover	564 80
Smith & Bros	*271 50
William A. Wheeler	649 80

Class No. 24, ship chandlery:

Lockwood & Collins	$4,100 50
H. D. Stover	†2,337 00
Smith Bros. & Co	*3,391 20
William A. Wheeler	3,655 25

Class No. 25, copper wire:

Lockwood & Collins	2,950 00
Math Ellis	*2,225 00
George Adams	3,150 00
H. D. Stover	3,000 00
Smith Bros. & Co	2,600 00
William A. Wheeler	3,000 00

Class No. 27, dry goods, &c.:

Lockwood & Collins	1,413 50
Benjamin T. Pippey	*1,011 80
William A. Wheeler	1,793 50

Class No. 29, firewood:

Trickey & Jewett	*3,200 00
H. D Stover	4,000 00
William A. Wheeler	3,800 00

Class No. 31, whale oil, &c.:

Southard, Herbert & Co	*11,992 00
Lockwood & Collins	14,747 50
Mullett & Bradbury	12,975 00
H. D. Stover	14,150 00
Banker & Carpenter	12,815 50
William A. Wheeler	14,685 50

Offers for supplies for the navy yard, Philadelphia, under advertisement dated June 6, 1863.

Class No. 1, flax canvas and twine:

Benjamin T. Pippey	$119,846 00
H. T. B Barker	107,690 60
C. W. Scofield	120,923 00
Freeman Orne	124,942 75
De Groot & Peck	114,518 35
William Brand	*88,334 28
William A. Wheeler	129,586 00
William Brand	‡83,917 57

Class No. 5, sperm oil:

C. W. Scofield	1,774 50
Lockwood & Collins	2,320 50
G. A. & E. A. Landell	2,352 00
H. D. Stover	*1,470 00
C. B. de la Vergne	1,743 00
Banker & Carpenter	1,779 75
William A. Wheeler	2,310 00
Southard Herbert & Co	1,816 50

Class No. 7, cooking utensils:

C. W. Scofield	$481 00
Lockwood & Collins	627 70
Grove & Ambruster	404 05
H. D. Stover	*272 20
Edwin G. Stones	430 76
Charles M. Ghriskey	396 60
William A. Wheeler	461 70

Class No. 10, leather:

C W. Scofield	3,764 00
Lockwood & Collins	3,179 00
Hulseman, Berry & Baugh	*3,086 00
Nath. R. Leman	3,732 00
William A. Wheeler	4,566 00

Class No. 11, leather hose:

C. W. Scofield	941 00

*Accepted. Class 18 awarded to H. D. Stover by lot. †Rejected ‡Informal.

Lockwood & Collins	$706 00
H. D. Stover	962 50
James R. Pugh	*657 50
William A. Wheeler	812 50

Class No. 15, tar:

C. W. Scofield	640 00
Lockwood & Collins	*580 00
H. D. Stover	1,230 36
Banker & Carpenter	934 00
William A. Wheeler	2,190 00

Class No. 18, soap and tallow:

C. W. Scofield	220 50
Lockwood & Collins	183 00
Simes & Sons	*171 75
G. A. & E. A. Landell	193 26
H. D. Stover	233 00
Charles M Ghriskey	231 00
William A. Wheeler	272 00

Class No. 20, brushes:

C. W. Scofield	271 06
Lockwood & Collins	347 72
Simes & Sons	*266 00
Grove & Ambruster	285 94
H. D. Stover	341 80
Charles M. Ghriskey	437 90
William A. Wheeler	403 00

Class No. 22, stationery:

William F. Murphy & Sons	1,801 66
William A. Wheeler	*1,660 59

Class No. 23, hardware:

Lockwood & Collins	$1,209 70
Grove & Ambruster	830 03
H. D. Stover	811 00
Edwin G. Stones	813 59
Charles M. Ghriskey	*810 80
William A. Wheeler	1,179 35

Class No. 24, ship chandlery:

C. W. Scofield	*2,680 10
Lockwood & Collins	3,193 20
Charles M. Ghriskey	3,324 50
William A. Wheeler	3,188 00

Class No. 27, dry goods:

C. W. Scofield	1,249 72
Lockwood & Collins	1,247 76
Charles M. Ghriskey	1,226 21
William A. Wheeler	*1,036 20

Class No. 29, firewood:

H. D. Stover	1,600 00
Charles M. Ghriskey	1,500 00
Robert McNeil	*980 00
William A. Wheeler	1,330 00

Class No. 31, tar, oil, &c.:

C. W. Scofield	596 00
Lockwood & Collins	458 00
H. D. Stover	912 00
Banker & Carpenter	*324 40
William A. Wheeler	372 00

Offers for supplies for the navy yard, Brooklyn, under advertisement dated June 6, 1863.

Class No. 1, flax canvas and twine:

C. W. Scofield	$197,730 00
Freeman Orne	220,655 00
William Mathews	195,125 00
H. T. Barker	212.947 50
Benjamin T. Pippey	209,960 00
De Groot & Peck	195,610 00
William Brand	*145,248 00
William A. Wheeler	222,430 00
William Brand	†137,986 30

Class No. 5, sperm oil:

C W. Scofield	8,450 00
Southard & Herbert	8,450 00
Lockwood & Collins	10,950 00
H D. Stover	*6,250 00
Edwin L. Brady	8,000 00
C. B. de la Vergne	8,250 00
Banker & Carpenter	8,375 00
Z-no Secor	12,500 00
William A. Wheeler	10,950 00

Class No. 7, cooking utensils:

Lockwood & Collins	$4,247 50
H. D. Stover	*2,352 50
Hallett & Co	2,773 75
William A. Wheeler	3,856 25

Class No. 8, stoves:

Lockwood & Collins	12,450 00
Mathias Ellis	*6,847 50
Thomas M. Shepard	9,345 00
Edwin L. Brady	16,200 00
Packard & Hill	10,327 20
Hallett & Co	7,605 00
William A. Wheeler	19,215 00

Class No. 10, leather:

C. W. Scofield	8,781 95
Lockwood & Collins	12,203 00
John J. Bingham	*8,688 60
Nath. R. Leman, jr.	12,594 50

* Accepted.

† Informal.

Zeno Secor	$14,286 75
William A. Wheeler	8,810 00

Class No, 11, leather hose :

C. W. Scofield	*10,350 00
Lockwood & Collins	10,650 00
H D Stover	11,250 00
Edwin L. Brady	18,750 00
Zeno Secor	12,350 00
William A. Wheeler	11,512 50

Class No. 13, lanterns, &c.:

C. W. Scofield	*12,191 50
William Porter & Sons	15,991 00
H. D. Stover	17,192 50
William A. Wheeler	19,564 00

Class No. 15, tar :

C. W. Scofield	2,115 00
Lockwood & Collins	*1,865 00
H. D. Stover	4,100 00
John J. Bingham	2,176 00
Edwin L. Brady	5,250 00
Banker & Carpenter	3,162 50
Zeno Secor	2,675 00
William A. Wheeler	7,500 00

Class No. 18, soap and tallow :

C. W. Scofield	*74 50
Lockwood & Collins	95 00
H. D. Stover	78 00
John J. Bingham	94 50
Edwin L Brady	130 00
Zeno Secor	110 00
William A Wheeler	101 50
William Miller	83 00

Class No. 20, brushes :

C. W. Scofield	*1,614 00
Lockwood & Collins	2,325 00
H. D. Stover	2,280 00
Denizat, Campbell & Co	†1,350 00
Zeno Secor	2,280 00
William A. Wheeler	2,100 00

Class No. 22, stationery :

Cornelius Bigelow	*4,761 74
D. Lansing Lambert	$7,571 04
Bogart, Brown & Auton	6,817 41
William A. Wheeler	5,427 48
Arthur Gregory & Co	5,811 80

Class No. 23, hardware :

C. W. Scofield	6,681 50
Lockwood & Collins	13,642 00
H. D. Stover	6,920 00
William A. Wheeler	*4,576 00

Class No. 24, ship chandlery :

C. W. Scofield	8,968 25
Lockwood & Collins	14,032 00
H. D. Stover	‡6,118 00
John J. Bingham	9,775 00
Zeno Secor	14,331 50
William A. Wheeler	*7,337 75

Class No. 27, dry goods :

C. W. Scofield	11,630 50
Wm. Mathews	11,862 00
Lockwood & Collins	15,160 50
E S. Higgins & Co	13,242 50
Doremus & Nixon	11,764 75
William A. Wheeler	11,532 30
Samuel B. Stewart	*10,928 85

Class No. 29, firewood :

H. D. Stover	6,000 00
Watson & Pettinger	*5,850 00
William A. Wheeler	6,300 00

Class No. 31, neat's foot-oil, &c.

C. W. Scofield	1,862 00
Southard, Herbert & Co	1,813 00
Lockwood & Collins	1,890 00
H. D. Stover	2,940 00
John J. Bingham	2,380 00
Edwin L. Brady	2,100 00
Banker & Carpenter	*1,799 00
Zeno Secor	2,800 00
William A. Wheeler	2,219 00
William Miller	2,415 00

Offers for supplies at navy yard, Washington, under advertisement dated June 6, 1863.

Class No. 1, flax canvas, &c. :

Benjamin T. Pippey	$131,685 00
William Brand	*97,368 75
De Groot & Peck	136,420 00
H. T. B Barker	133,753 00
Joseph L. Savage	127,212 50
Freeman Orne	136,475 00
William A. Wheeler	$145,500 00
William Brand	§92,500 32

Class No. 5, sperm oil :

Lockwood & Collins	27,480 00
H D. Stover	21,600 00
Banker & Carpenter	20,820 00

* Accepted. † Informal. ‡ Failed to execute. § Rejected.

Southard, Herbert & Co	$22,080 00
C. B. de la Vergne	*20,280 00
Ephraim Wheeler	26,400 00
Joseph L. Savage	20,760 00
Freeman Orne	24,840 00
William H. Secor	26,040 00
William A. Wheeler	26,400 00

Class No. 7, cooking utensils:

Lockwood & Collins	3,605 00
Ephraim Wheeler	1,798 25
Joseph L. Savage	*1,235 60
William A. Wheeler	1,774 75

Class No. 8, cooking stoves:

Ephraim Wheeler	1,961 50
Joseph L. Savage	*1,582 75
William A. Wheeler	1,707 75

Class No. 10, leather:

Lockwood & Collins	3,783 00
Nath. R. Leman, jr	3,152 00
William P. Westervelt	3,475 00
Ephraim Wheeler	3,512 00
Joseph L Savage	*3,301 00
Freeman Orne	3,668 00
William H. Secor	4,297 00
William A. Wheeler	4,995 00

Class No. 11, leather hose:

H. D. Stover	4,010 00
Ephraim Wheeler	4,030 50
Joseph L. Savage	*3,460 00
William A. Wheeler	4,592 00

Class No. 13, lanterns, &c.:

William Porter & Sons	12,631 50
Ephraim Wheeler	17,527 00
Joseph L. Savage	*9,404 00
William A. Wheeler	14,809 00

Class No. 15, tar:

Lockwood & Collins	*592 50
H. D. Stover	1,090 00
Banker & Carpenter	1,012 50
Joseph L Savage	620 00
William A. Wheeler	2,230 00

Class No. 18, soap and tallow:

Lockwood & Collins	925 00
H. D Stover	880 00
Southard, Herbert & Co	907 50
Ephraim Wheeler	975 00
Joseph L Savage	*830 00
Freeman Orne	997 50
William H. Sear	947 50
William A. Wheeler	1,007 50

Class No. 20, brushes and brooms:

Lockwood & Collins	5,426 00
H D. Stover	$3,763 00
Ephraim Wheeler	*2,930 00
Joseph L. Savage	3,281 00
William A. Wheeler	3,132 50

Class No. 22, stationery:

William A. Wheeler	*4,925 40

Class No. 23, hardware:

Lockwood & Collins	1,415 00
Ephraim Wheeler	1,159 00
Joseph L. Savage	*899 50
William A. Wheeler	998 40

Class No. 24, ship chandlery:

Lockwood & Collins	4,696 40
Ephraim Wheeler	3,288 50
Joseph L. Savage	2,811 75
William A. Wheeler	*2,391 65

Class No. 25, copper wire:

Lockwood & Collins	390 00
H. D. Stover	300 00
Ephraim Wheeler	300 00
Joseph L Savage	285 00
Freeman Orne	*240 00
William A. Wheeler	300 00

Class No. 26, furniture:

H. D. Stover	1,280 00
Joseph L. Savage	960 00
Freeman Orne	1,536 00
William A. Wheeler	*768 00

Class No. 27, dry goods:

Lockwood & Collins	11,525 00
Joseph L. Savage	7,552 00
William S. Mitchell	*7,039 50
William A. Wheeler	7,440 50

Class No. 28, water filters:

H. D. Stover	*72 00
Joseph L. Savage	480 00
William A. Wheeler	360 00

Class No. 29, firewood:

H. D. Stover	5,500 00
Freeman Orne	*2,000 00
John Brown	2,650 00
William A. Wheeler	2,650 00

Class No. 30, coal oil:

Lockwood & Collins	840 00
H. D. Stover	*696 00
Banker & Carpenter	876 00
John A. Green	1,320 00
Ephraim Wheeler	840 00
Joseph L. Savage	840 00
Freeman Orne	840 00

*Accepted.

William H. Secor	$1,188 00
William A. Wheeler	960 00

Class No. 31, whale oil, &c.:

Lockwood & Collins	1,340 00
H. D. Stover	1,715 00
Banker & Carpenter	*1,199 50
Southard, Herbert & Co	1,309 90
John A. Green	1,361 00
Ephraim Wheeler	1,652 00
Joseph L. Savage	1,360 00
Freeman Orne	1,273 50
William H. Secor	2,112 00
William A. Wheeler	1,316 50

Class No. 32, galley and buoy iron:

Ephraim Wheeler	2,510 00
Joseph L. Savage	2,263 00
Freeman Orne	*$1,773 00
William A. Wheeler	3,787 50

Class No. 34, chain iron:

H. D. Stover	18,400 00
Ephraim Wheeler	12,800 00
William E. Coffin & Co	12,410 00
Joseph L. Savage	12,150 00
Freeman Orne	*11,650 00
William A. Wheeler	37,500 00

Class No. 35, pig iron:

H. D. Stover	2,250 00
Ephraim Wheeler	2,500 00
Joseph L Savage	*2,100 00
Freeman Orne	2,125 00
George E. Townsend	3,125 00
William A. Wheeler	2,250 00

*Accepted.

E. & R. No. 9.

Schedule of materials required at the United States navy yard at Kittery, Maine, for the current fiscal year.

JOSEPH L. SAVAGE. Date of contract, March 25, 1863.

Class G, cooking utensils, stores, &c.

12 iron tea-kettles	$1 00	each.
10 fish-kettles, (complete)	3 00	each.
15 camp-kettles	75	each.
50 frying-pans	75	each.
50 stew-pans, (assorted,) from 2 to 12 quarts, say 300 quarts	1 00	each.
3 iron pots	3 00	each.
6 tongs	75	each.

To be delivered as required.

GEORGE ADAMS. Date of contract, March 30, 1863.

Class K, leather.

1,000 pounds pump leather, sides not less than 25 pounds	$0 40	per pound.

To be delivered as required.

JAMES R. PUGH. Date of contract, March 28, 1863.

Class L, hose.

1,000 feet leading hose, in 25-feet lengths	$0 90	per foot.
500 feet suction hose, in 6-feet lengths	2 20	per foot.
1,000 feet rubber hose, $2\frac{1}{4}$ inches diameter	1 08	per foot.

To be delivered as required.

H. J. COLLINS & Co. Date of contract, March 24, 1863.

Class N, bunting, dry goods.

20 pieces 18-inch red bunting	$10 00	per piece.
15 pieces 18-inch blue bunting	10 00	per piece.
25 pieces 18-inch white bunting	10 00	per piece.
3 pieces 18-inch green bunting	9 00	per piece.
3 pieces 18-inch yellow bunting	9 00	per piece.

To be delivered as required.

WM. PORTER & SONS. Date of contract, March 24, 1863.

Class O, lanterns.

4	bowsprit lanterns, per sample	$24 00	each.
4	mizen-top lanterns, per sample	24 00	each.
2	wheelhouse lanterns, green	20 00	each.
2	wheelhouse lanterns, red	20 00	each.
6	running lanterns, green	19 00	each.
6	running lanterns, red	19 00	each.
8	state-room lanterns, red, per sample	12 00	each.
20	spirit-room, fore and main hold, deck, and side lanterns, with spare bottoms, and sockets for holding candles, to each, per sample	2 50	each.
8	signal lanterns, red, per sample	8 00	each.
8	signal lanterns, white, per sample	7 00	each.
12	main berth-deck and orlop lanterns, white, per sample	8 00	each.
10	gross lamp wicking, wove, assorted	1 00	per gross.
100	pounds cotton wicking	90	per pound.

To be delivered as required.

HENRY D. STOVER. Date of contract, March 30, 1863.

Class Q, sperm oil.

2,000	gallons winter-strained sperm oil	$1 94	per gallon.

To be delivered as required.

HALL L. DAVIS. Date of contract, March 31, 1863.

Class S, stationery.

3	pounds refined gum-arabic	$0 20	per pound.
12	blank books, cap size, 1 quire, half bound, faint lined	33	each.
15	blank books, cap size, 2 quires, half bound, faint lined	50	each.
18	blank books, cap size, 3 quires, half bound, faint lined	75	each.
4	letter books, cap size, 3 quires, half bound, faint lined	75	each.
48	memorandum books, 1 quire thick, half bound, with loops	20	each.
48	memorandum books, 1 quire thick, bound in leather	10	each.
3	requisition books, engineers', printed, per pattern, 4 quires	3 00	each.
10	sand-boxes, hard wood	12	each.
15	yards tracing cloth	50	per yard.
12	bottles carmine ink, half pints	15	per bottle.
20	bottles black ink, half pints	10	per bottle.
20	bottles black ink, pints	17	per bottle.
1	bottle blue ink, quart	37	per bottle.
12	papers ink-powder	8	each.
10	pieces India ink	12	each.
15	inkstands, assorted	25	each.
3	India ink saucers	20	each.
3	erasers, with ivory handles	50	each.
6	paper folders, ivory	17	each.
6	ivory pounce boxes, with pounce	38	each.
10	gross steel pens, assorted	75	per gross.
3	dozen penholders, to suit pens	10	per dozen.
12	drawing pencils, best black, equal to Faber's	38	per dozen.
3	dozen drawing pencils, equal to "Lignes"	30	per dozen.
500	slate pencils, best white Rutland	25	per 100.
6	dozen camel's hair pencils	25	per dozen.
1	dozen sable hair pencils	50	per dozen.
2	reams log paper	6 50	per ream.
10	reams foolscap paper, regulation, ruled	4 50	per ream.
10	reams foolscap paper, faint lined	4 00	per ream.
10	reams letter paper, faint lined	3 00	per ream.
2	reams note paper, faint lined	1 50	per ream.

3 reams envelope paper	$3 50	per ream.
1 ream blotting paper	4 00	per ream.
2 rolls drawing paper, 24 yards long, 54 inches wide	7 50	per roll.
3 sheets antiquarian paper	75	per sheet.
30 sheets drawing paper, double elephant	25	per sheet.
10 sheets drawing paper, elephant	20	per sheet.
12 sheets tracing paper, double elephant	17	per sheet.
12 drawing pens	33	each.
50 drawing pins	3	each.
1 portfolio	1 00	each.
200 quills, No. 80	5 00	per M.
10 parallel rulers, ebony, 24 inches	50	each.
6 rulers	25	each.
6 flat rulers	20	each.
4 pounds rubber, prepared in ounce pieces	1 00	per pound.
6 pieces erasive gum	6	each.
15 double log slates, hard wood frames	50	each.
12 single slates, hard wood frames	17	each.
6 porcelain slates, 8 by 10 inches	50	each.
6 dozen papers black sand, half pints	6	per paper.
12 Gunter scales	50	each.
100 pieces red tape	4	per piece.
50 pieces silk taste	13	per piece.
12 wafer seals, ivory	25	each.
1 pound wafers, American	50	per pound.
4 pounds sealing-wax	25	per pound.
2,000 self-sealing envelopes, assorted sizes and colors	2 00	per M.

To be delivered as required.

Schedule of materials required at the United States navy yard at Charlestown, Mass., for the current fiscal year.

SMITH BROS. & CO. Date of contract, March 30, 1863.

Class G, cooking utensils and stoves.

24 gridirons	$0 75	each.
24 griddles	65	each.
24 iron tea-kettles	1 50	each.
24 fish-kettles	4 00	each.
24 camp-kettles	2 06	each.
48 frying-pans, assorted sizes	42	each.
2 stew-pans	1 05	each.
24 iron pots	2 00	each.
12 stoves for cabin use	9 60	each.
12 cooking-stoves, complete	15 00	each.
24 waffle-irons	1 25	each.
24 bake-pans	66	each.
30 copper tea-kettles	6 50	each.

To be delivered as required.

C. W. SCHOFIELD. Date of contract, March 31, 1863.

Class J, flax and cotton twine.

200 pounds flax whipping twine	$0 69	per pound.
200 pounds flax seine twine	70	per pound.
1,000 pounds cotton twine, 5 to 8 thread	1 20	per pound.

To be delivered as required.

C. W. SCHOFIELD. Date of contract, March 31, 1863.

Class K, leather.

1,000 pounds pump leather, sides not less than 30 pounds	$0 85	per pound.
1,000 pounds bellows leather, sides not less than 6 pounds	85	per pound.
20 skins buff leather	10 00	per skin
500 pounds dressed raw hides, not less than 18 pounds each	18	per pound.

To be delivered as required.

JAMES R. PUGH. Date of contract, March 28, 1863.

Class L, hose.

2,000 feet leading hose, in 25 feet lengths	$0 85	per foot.
200 feet suction hose, in 6 feet lengths	2 00	per foot.

To be delivered as required.

BURNET FORBES. Date of contract, April 2, 1863.

Class M, brushes.

50 clamp brushes	$0 25	each.
50 hand scrubbing brushes	25	each.
50 tar brushes, short handles	30	each.
50 tar brushes, long handles, 8 knots	10	each.

To be delivered as required.

BENJAMIN Y. PIPPEY. Date of contract, March 30, 1863.

Class N, bunting and dry goods.

50 pieces 18-inch red bunting	$12 00	per piece.
20 pieces 13-inch red bunting	6 50	per piece.
20 pieces 9-inch red bunting	4 00	per piece.
30 pieces 4½-inch red bunting	2 00	per piece.
50 pieces 18-inch blue bunting	11 00	per piece.
20 pieces 12-inch blue bunting	4 00	per piece.
20 pieces 9-inch blue bunting	3 00	per piece.
20 pieces 4½-inch blue bunting	2 00	per piece.
50 pieces 18-inch white bunting	12 00	per piece.
20 pieces 13-inch white bunting	4 00	per piece.
20 pieces 9-inch white bunting	3 00	per piece.
20 pieces 4½-inch white bunting	2 00	per piece.
50 pieces 18-inch green bunting	8 00	per piece.
50 pieces 18-inch yellow bunting	8 00	per piece.
500 yards white muslin, ⅞ yard wide	30	per yard.
20 spools cotton, assorted	10	per spool.
6,000 yards gunny cloth	20	per yard.
200 yards Barnsley sheeting	50	per yard.
200 yards green baize	1 00	per yard.
100 yards fearnought	75	per yard.
50 papers sewing-needles	10	per paper.
20 rolls webbing	50	per roll.
20 balls twine	75	per ball.

To be delivered as required.

HENRY D. STOVER. Date of contract, March 30, 1863.

Class Q, sperm oil.

2,500 gallons winter-strained sperm oil	$1 88	per gallon.

To be delivered as required.

ABRAM E. CUTTER. Date of contract, March 24, 1863.

Class S, stationery.

30 pounds refined gum-arabic	$0 20	per pound.
54 blank books, cap size, 1 quire, half bound, faint lined	50	each.
54 blank books, cap size, 2 quires, half bound, faint lined	1 00	each.
54 blank books, cap size, 3 quires, half bound, faint lined	1 25	each.
18 letter books, cap size, 3 quires, half bound, faint lined	1 25	each.
150 memorandum books, 1 quire thick, half bound, with loops,	35	each.
150 memorandum books, 1 quire thick, bound in leather	15	each.
18 sand-boxes, hard wood	10	each
90 yards tracing cloth	50	per yard.
15 bottles carmine ink, half pints	20	each.
60 bottles black ink, pints	17	each.
60 bottles black ink, half pints	10	each.
12 bottles blue ink, quarts	37	each.
18 papers ink-powder	05	each.
12 pieces India ink	08	each.
36 inkstands, assorted	25	each.
18 India ink saucers	25	each.
36 erasers, with ivory handles	40	each.
36 paper folders, ivory	25	each.
72 penknives, four blades, "Congress"	1 00	each.
18 desk knives, ivory handles	50	each.
36 ivory pounce boxes and pounce	20	each.
36 gross steel pens, assorted	75	per gross.
12 dozen penholders, to suit pens	20	per dozen.
36 dozen pencils, drawing, best black, and equal to Faber's	4 50	per gross.
300 slate pencils, best white Rutland	25	per 100.
6 dozen camel's hair pencils	12	per dozen.
3 dozen sable hair pencils	15	per dozen.
18 reams log paper	7 00	per ream.
60 reams foolscap paper, regulation, ruled	8 00	per ream.
60 reams foolscap paper, faint lined	3 50	per ream.
18 reams envelope paper	4 50	per ream.
6 reams blotting paper	5 00	per ream.
6 reams cartridge paper	1 00	per ream.
6 rolls drawing paper, 24 yards long, 54 inches wide	5.00	per roll.
72 sheets drawing paper, double elephant	25	per sheet.
54 sheets drawing paper, elephant	15	per sheet.
36 sheets tracing paper, double elephant	20	per sheet.
18 drawing pens	50	each.
150 drawing pins	04	each.
6 portfolios	1 00	each.
1,200 quills, No. 80	4 00	per M.
18 parallel rulers, ebony, 24-inch	2 00	each.
18 round rulers, ebony	25	each.
18 flat rulers	25	each.
18 rolling rulers, 20-inch	30	each.
15 pounds rubber, prepared in ounce pieces	1 00	per pound.
36 pieces erasive gum	02	each.
72 double log slates, hard wood frames	1 00	each.
36 single slates, hard wood frames	30	each.
18 porcelain slates, 8 by 10 inches	1 25	each.
6 drawing squares, ebony, 4 feet tongue	3 00	each.
6 drawing triangles	20	each.
18 wafer seals, ivory	20	each.
6 dozen papers black sand, half pints	1 00	per dozen.
18 Gunter's scales	75	each.
60 reams letter paper, faint lined	3 00	per ream.
36 pieces red tape	04	per piece.
36 pieces silk taste	20	per piece.
30 pound wafers, American	70	per pound.
30 pounds sealing-wax	50	per pound.

72 cakes, water colors, best quality	$0 01	each.
3,000 self-sealing envelopes, assorted sizes and colors	4 50	per M.
150 small memorandum books	04	each.

To be delivered as required.

OAKMAN & ELDRIDGE. Date of contract, March 30, 1863.

Class T, firewood.

200 cords oak wood	$7 40	per cord.

To be delivered as required.

OAKMAN & ELDRIDGE. Date of contract, March 30, 1863.

Class X, whale oil, fish oil, and tar oil.

2,000 gallons whale oil	$1 20	per gallon.
1,500 gallons fish oil	50	per gallon.
500 gallons tar oil	25	per gallon.

To be delivered as required.

Schedule of materials required at the United States navy yard at Brooklyn, New York, for the current fiscal year.

C. W. SCHOFIELD. Date of contract, March 31, 1863.

Class G, cooking utensils, stoves.

30 gridirons, 2 sizes	$0 75	each.
30 griddles, 2 sizes	75	each.
60 iron tea-kettles, 6 to 12 quarts	1 00	each.
25 fish-kettles, with strainers, complete	3 50	each.
40 iron ladles, 2 sizes	50	each.
60 frying-pans, 3 sizes	75	each.
100 stew-pans, 2 to 12 quarts	1 25	each.
20 iron pots, large size	3 00	each.
12 pokers	50	each.
12 shovels	50	each.
12 tongs	50	each.
30 tormentors, large size	1 00	each.
40 tinder-boxes and steels	40	each.
30 waffle-irons	1 00	each.
24 cooking cabooses, equal to Sheppard's, from 4 to 6	120 00	each.
15 cabin and wardroom stoves, most approved patterns	15 00	each.
30 sets dish covers, 8 to a set	18 00	each.

To be delivered as required.

THOMAS A. TIMMINS. Date of contract, March 24, 1863.

Class H, flax canvas.

100 bolts No. 2 flax canvas	$38 00	per bolt.
200 bolts No. 3 flax canvas	35 00	per bolt.
150 bolts No. 4 flax canvas	33 00	per bolt.
100 bolts No. 5 flax canvas	31 00	per bolt.
100 bolts No. 6 flax canvas	28 00	per bolt.
50 bolts No. 7 flax canvas	26 00	per bolt.
50 bolts No. 8 flax canvas	24 00	per bolt.
80 bolts ravens duck	15 00	per bolt.
10,000 yards coal bagging	40	per yard.

To be delivered as required.

H. J. Collins. Date of contract, March 24, 1863.

Class J, twine.

2,250 pounds flax sewing-twine	$0 75	per pound.
300 pounds flax seine-twine	50	per pound.
100 pounds flax whipping-twine	50	per pound.

To be delivered as required.

C. W. Schofield. Date of contract, March 31, 1863.

Class K, leather.

40 rawhides	$1 95	each.
4,800 pounds rigging leather, sides not less than 10 pounds	68	per pound.
1,200 pounds bellows leather, sides not less than 6 pounds	65	per pound.
200 pounds hose leather	75	per pound.

To be delivered as required.

John G. Bingham. Date of contract, April 2, 1863.

Class L, hose.

1,000 feet rubber hose, 4-ply, $2\frac{1}{4}$ inches diameter	$1 00	per foot.
500 feet rubber hose, 4-ply, $2\frac{1}{2}$ inches diameter	1 20	per foot.
200 feet rubber hose, 2-ply, $1\frac{1}{4}$ inch diameter	25	per foot
500 feet rubber hose, 2-ply, 1 inch diameter	33	per foot.
500 feet rubber hose, 2-ply, $\frac{3}{4}$ inch diameter	20	per foot.
100 feet rubber tubing, such as may be required	01	per foot.

To be delivered as required.

Burnet Forbes. Date of contract, April 2, 1363.

Class M, brushes.

72 whitewash brushes	$0 60	each.
72 paint brushes	80	each.
300 clamp brushes	20	each.
300 hand brushes	20	each.
60 tar brushes, long handles	18	each.
60 tar brushes, short handles	18	each.

To be delivered as required.

E. S. Higgins. Date of contract, March 23, 1863.

Class N, dry goods.

6 pieces Russia sheeting, 40 yards each	$1 45	per yard.
30 table-covers, cloth, per sample	10 75	each.
1,500 yards Brussels carpeting, 27 inches wide, best quality, per sample	1 86	per yard.
2,500 yards oil-cloth, best quality, per sample	1 25	per square yard

To be delivered as required.

Henry D. Stover. Date of contract, March 30, 1863.

Class O, lanterns.

30 globe lanterns, per sample	$2 00	each.
30 gross lamp-wick, circular, per sample	50	per gross.
30 hanging lamps for cabin and wardroom, per sample	10 50	each.

To be delivered as required.

S. P. Brooks. Date of contract, March 30, 1863.

Class Q, sperm oil.

5,000 gallons winter-strained oil	$1 68	per gallon.

To be delivered as required.

ZENO SECOR. Date of contract, April 18, 1863.

Class R, ship chandlery for stores.

30 wooden hand-pumps, best quality, as per sample	$0 90	each.
48 dozen corn brooms	2 69	per dozen.
68 dozen hickory brooms	1 68	per dozen.
8 tenor drums	7 00	each.
16 tenor drum-heads	70	each.
3 bass drums	9 00	each.
6 bass drum-heads	10	each.
100 barrels whitewashing lime	1 75	per barrel.
10 pounds bristles	50	per pound.
50 silver calls	4 50	each.
20 rigging screws	5 00	per pair.
30 shoe-knives	10	each.
250 fishing hooks, assorted	1 00	per 100.
100 fishing lines, 240 feet each	1 00	each.
2,000 seaming needles	2 50	per 100.
1,000 roping needles	2 00	per 100.
20 pairs pincers	40	per pair.
6 seines, complete	175 00	each.
40 barrels coal tar	3 50	per barrel.
30 barrels tar oil	30 00	per barrel.
130 gallons neat's-foot oil	80	per gallon.
400 seaming palms, mounted	40	each.
100 roping palms	40	each.

To be delivered as required.

WATSON & PITTINGER. Date of contract, April 18, 1863.

Class T, firewood.

250 cords hickory wood	$9 00	per cord.
250 cords oak wood	7 50	per cord.

To be delivered as required.

C. W. SCHOFIELD. Date of contract, March 31, 1863.

Class No. 43, tar.

100 barrels tar, containing not less than 30 gallons each	$11 75	per barrel.

To be delivered as required.

Schedule of materials required at the United States navy yard at Philadelphia for the current fiscal year.

CHARLES M. GHRISKEY. Date of contract, March 30, 1863.

Class G, cooking utensils, stoves, &c.

18 gridirons	$0 45	each.
16 griddles	1 50	each.
12 fish-kettles	2 00	each.
24 iron tea-kettles	50	each.
16 iron ladles	1 00	each.
20 frying-pans	50	each.
40 bake-pans	30	each.
60 stew-pans	1 11	each.
8 iron pots	1 35	each.
16 pairs tongs	1 20	each.
24 iron pokers	1 00	each.
16 fire-shovels	1 00	each.
24 tinder-boxes and steels	33⅓	each.
16 waffle irons	40	each.
16 tormentors	1 25	each.

To be delivered as required.

C. W. SCHOFIELD. Date of contract, March 31, 1863.

Class H, flax canvas.

100 bolts No. 2 flax canvas	$35 00	per bolt.
150 bolts No. 3 flax canvas	34 00	per bolt.
300 bolts No. 4 flax canvas	34 00	per bolt.
50 bolts No. 6 flax canvas	32 00	per bolt.
35 bolts light ravensduck	18 00	per bolt.
100 bolts flax hammock stuff	75 00	per bolt.
60 bolts flax bag stuff	50 00	per bolt.
5,000 yards flax coal bagging	50	per yard.

To be delivered as required.

THEODORE POLHEMUS, JR. Date of contract, March 30, 1863.

Class I, cotton canvas.

58 bolts No. 4 cotton canvas	$46 00	per bolt.
57 bolts No. 5 cotton canvas	44 00	per bolt.
25 bolts No. 10 cotton canvas	33 00	per bolt.

To be delivered as required.

H. J. COLLINS & Co. Date of contract, March 24, 1863.

Class J, twine.

560 pounds flax sewing-twine	$0 73	per pound.
200 pounds cotton sewing-twine	1 40	per pound.
50 pounds sewing-twine	10	per pound.
80 pounds whipping-twine	10	per pound.

To be delivered as required.

HULSEMAN, BERRY & BAUGH. Date of contract, March 28, 1863.

Class K, leather.

100 sides rigging leather, 10 pounds each, estimated at 1,000 pounds	$0 45	per pound.
50 sides bellows leather, each side not less than 8 pounds, (400 pounds)	60	per pound.
350 pounds pump leather	45	per pound.
6 skins buff leather	1 50	per skin.
8 raw-hides, 10 pounds each	60	per pound.

To be delivered as required.

JAMES R. PUGH. Date of contract, March 28, 1863.

Class L, hose.

2,000 feet copper-riveted leather hose	$0 83	per foot.
200 feet copper-riveted suction leather hose	2 10	per foot.

To be delivered as required.

A. J. COLLINS & Co. Date of contract, March 24, 1863.

Class N, bunting, dry goods, &c.

50 pieces 18-inch red bunting	$10 00	per piece.
75 pieces 18-inch blue bunting	12 00	per piece.
50 pieces 18-inch white bunting	10 00	per piece.
10 pieces 18-inch yellow bunting	9 00	per piece.
10 pieces 18-inch green bunting	9 00	per piece.

10 rolls worsted binding	$0 50	per roll.
50 yards black twilled muslin, ⅞ yard wide	30	per yard.
400 yards white muslin, ⅞ yard wide, unbleached	35	per yard.
2 gross white cotton, (Coates,) 300 yards per spool	1 50	per gross.
110 yards enamelled cloth, black, 50 inches wide	1 00	per yard.
50 pounds linen thread, assorted colors	2 00	per pound.
200 pounds white curled hair	60	per pound.

To be delivered as required.

HENRY D. STOVER. Date of contract, March 30, 1863.

Class Q, sperm oil.

4,000 gallons sperm oil	$2 38	per gallon.

To be delivered as required.

H. J. COLLINS. Date of contract, March 24, 1863.

Class R, ship chandlery for stores and equipments.

6 lamps and reflectors	$2 00	each.
250 lamp chimneys	06	each.
150 pounds lamp-wick yarn	1 00	per pound.
204 dozen lamp-wicks, circular	20	per dozen.
5 pounds sewing thread	10	per pound.
10 reams emery-cloth	40 00	per ream.
11 reams sandpaper, assorted	2 00	per ream.
520 pounds beeswax	50	per pound.
12 pounds shoe-thread	10	per pound.
50 pounds sash-cord	10	per pound.
1,000 yards light parcelling	25	per yard.
25 sail-hooks	04	each.
1 seine, 80 fathoms long	170 00	each.
300 sail needles	3 00	per 100.
75 mounted palms, seaming	60	each.
50 life-preservers	2 00	each.
12 deep-sea lines, about 67 pounds each	25 00	each.
16 coasting lines, about 42 pounds each	15 00	each.
40 hand lead-lines	5 00	each.
24 log-lines	5 00	each.
50 chalk-lines	10	each.
150 fishing-lines, 240 feet	60	each.
200 fishing-hooks, assorted	05	each.
10 papers sewing-needles	10	per paper.
6 paint-stones and mullers	4 00	each.
24 hand-trumpets	50	each.
5 pounds bristles	1 00	per pound.
50 barrels slacked lime, (200 pounds each,) in tight barrels	2 00	per barrel.
8 Ericsson's leads	1 00	each
8 Massey's logs	40 00	each.
300 hickory brooms	25	each.
400 corn brooms	29	each.
20 silver calls	3 00	each.
12 jars chloride of lime, (20-pound jars)	4 00	each.
12 pitch-mops	50	each.
12 bundles flags	10	per bundle.
6 sets truss-hoops	4 00	per set.
400 Bath bricks	04	each.
6 large skeins catgut	10	per skein.
10 pounds crocus martis	10	per pound.
20 pounds rottenstone	10	per pound.

To be delivered as required.

WM. F. MURPHY & SONS. Date of contract, March 24, 1863.

Class S, stationery.

24	account books, per sample	$0 62	each.
24	blank books, cap size, 2 quires, ½ bound, faint lined	62	each.
24	blank books, cap size, 3 quires, ½ bound, faint lined	93	each.
12	expense books	3 00	each.
12	receipt books	62	each.
72	memorandum books, 1 quire thick, ½ bound, with loops	18	each.
36	books, watch and station bills, per sample	31	each
20	books, blank station bills, per sample	30	each.
500	blank monthly returns, per sample	02½	each.
1,800	blank weekly returns, per sample	02½	each.
60	quires blank requisitions, daily expenditures, per sample	45	per quire.
18	sand-boxes, hard wood	12	each
12	bottles carmine ink, ½ pints	25	each.
30	bottles black ink, pints	20	each.
36	pieces India-rubber	05	each.
18	inkstands, per sample	15	each.
12	penknives, 4 blades, Congress	1 25	each.
12	ivory pounce boxes and pounce	25	each.
24	gross steel pens, "Levy's" commercial	70	per gross.
4	dozen penholders	25	per dozen.
24	dozen pencils, best "Faber's" black	60	per dozen.
600	slate-pencils, best white	50	per 100.
2	dozen camel's hair pencils	12	per dozen.
36	quires log paper	70	per quire.
20	reams foolscap paper, faint lined	3 75	per ream.
16	reams letter paper	3 75	per ream
1	ream blotting paper	8 00	per ream.
50	sheets drawing paper, double elephant, hot pressed	31	per sheet.
1,000	quills, No. 80	2 00	per 100.
12	parallel rulers, ebony, 24 inches	1 50	each.
12	round rulers, ebony	50	each.
12	flat rulers	25	each.
8	boxes water-colors	4 00	each.
30	double log-slates, hard wood frames	2 50	each
36	single log-slates, hard wood frames	50	each.
10	porcelain slates, 8 by 10 inches	1 25	each.
10	wafer seals, per sample	25	each.
36	papers black sand, pints	15	each.
18	Gunter's scales	50	each.
60	pieces red tape	03	each.
20	pieces silk taste	18	each.
6	pounds American wafers	75	per pound.
10	pounds sealing wax	1 25	per pound.

To be delivered as required.

CHARLES M. GHRISKEY. Date of contract, March 30, 1863.

Class T, firewood.

50	cords oak firewood	$7 50	per cord.

To be delivered as required.

Schedule of materials required at the United States navy yard at Washington, District of Columbia, for the current fiscal year.

WM. A. WHEELER. Date of contract, March 30, 1863.

Class G, cooking and other stoves.

6	large size "Roger Williams" cook stoves, in place of brig's galley	$50 00	each.
12	No. 10 cook stoves, with utensils complete	32 50	each.
6	No. 8 cook stoves, with utensils complete	32 50	each.

6 No. 6 cook stoves, with utensils complete	$32 50	each.
6 12-inch cylinder heating stoves	14 00	each.
6 10-inch cylinder heating stoves	14 00	each.
12 8-inch cylinder heating stoves	14 00	each.
24 sets of grates and soapstone linings, to fit above cook stoves, for repairs of same	3 50	each.
24 cross-bars, to fit cook stoves, for repairs of same	30	each.
24 iron fire shovels, for stoves	25	each.
12 long-handled waffle-irons	50	each.
12 round waffle-irons, to fit above cooking stoves	1 25	each.

To be delivered as required.

THOMAS A. TIMMINS. Date of contract, March 24, 1863.

Class H, flax canvas.

10 bolts No. 1 flax canvas	$42 00	per bolt.
10 bolts No. 2 flax canvas	38 00	per bolt.
10 bolts No. 3 flax canvas	35 00	per bolt.
15 bolts No. 4 flax canvas	33 00	per bolt.
20 bolts No. 5 flax canvas	31 00	per bolt.
20 bolts No. 6 flax canvas	28 00	per bolt.
20 bolts No. 7 flax canvas	26 00	per bolt.
30 bolts No. 8 flax canvas	24 00	per bolt.
75 bolts heavy ravens duck, linen or flax	18 00	per bolt.
75 bolts light ravens duck, linen or flax	15 00	per bolt.

To be delivered as required.

THEODORE POLHEMUS, JR. Date of contract, March 30, 1863.

Class I, cotton canvas.

10 bolts No. 1 cotton canvas	$54 00	per bolt.
10 bolts No. 2 cotton canvas	52 00	per bolt.
10 bolts No. 3 cotton canvas	48 00	per bolt.
30 bolts No. 4 cotton canvas	46 50	per bolt.
15 bolts No. 5 cotton canvas	45 00	per bolt.
40 bolts No. 6 cotton canvas	42 00	per bolt.
75 bolts No. 7 cotton canvas	40 00	per bolt.
60 bolts No. 8 cotton canvas	38 00	per bolt.
50 bolts No. 9 cotton canvas	34 00	per bolt.
50 bolts No. 10 cotton canvas	32 00	per bolt.
30 bolts light ravens duck, cotton, 27 inches wide	35 00	per bolt.

To be delivered as required.

EPHRAIM WHEELER. Date of contract, March 27, 1863.

Class J, twine.

500 pounds white marlin	$0 60	per pound.
300 pounds flax twine	60	per pound.
600 pounds cotton sewing twine, assorted	1 50	per pound.
300 pounds whipping twine	60	per pound.
50 pounds cotton wrapping twine	1 00	per pound.
10 pounds hemp wrapping twine	50	per pound.
100 pounds seine twine, assorted	60	per pound.
10 pounds mattress twine	60	per pound.
2 seines, 125 fathoms each, best quality	50 00	each.
48 dozen fish-lines	50	per dozen.
24 dozen chalk-lines	50	per dozen.
12 dozen cod-lines	3 00	per dozen.

To be delivered as required.

JOSEPH L SAVAGE. Date of contract, March 25, 1863.

Class K, leather.

40 sides of pump leather, not less than 28 pounds to the side	$0 50	per pound.
10 sides bellows leather, 5 to 10 pounds each	60	per pound.
30 sides rigging leather, light and heavy	60	per pound.
12 deacon skins	6 00	each.
12 buff leather skins	9 00	each.
500 pounds of best quality hose leather, dressed ready for use	50	per pound.

To be delivered as required.

EPHRAIM WHEELER. Date of contract, March 27, 1863.

Class M, brushes and brooms.

24 dozen long-handled scrubbing clamp brushes	$6 00	per dozen.
48 dozen hand scrubbing brushes	2 50	per dozen.
15 dozen ten (10) knot whitewash brushes	9 00	per dozen.
100 dozen corn brooms	3 00	per dozen.
50 dozen hickory brooms	2 00	per dozen.

To be delivered as required.

HORSTMAN BRO'S. Date of contract, April 2, 1863.

Class N, dry goods and bunting.

300 yards fearnought	$2 50	per yard.
400 yards best shirting muslin, $\frac{4}{4}$ wide	48	per yard.
200 yards best linen sheeting, $\frac{8}{4}$ wide	1 50	per yard.
50 yards green baize, best	1 50	per yard.
6 table-covers, all wool	8 50	each.
48 pieces red bunting, 18 inches wide	12 00	per piece.
48 pieces white bunting, 18 inches wide	11 00	per piece.
48 pieces blue bunting, 18 inches wide	11 50	per piece.
6 pieces yellow bunting, 18 inches wide	13 50	per piece.
36 pieces scarlet worsted binding	50	per piece.
36 pieces deep blue worsted binding	50	per piece.
24 dozen spools white sewing-cotton, assorted numbers	62	per dozen.
12 dozen spools deep blue sewing-cotton, assorted numbers	62	per dozen.
12 dozen spools red sewing-cotton, assorted numbers	62	per dozen.
12 dozen papers sewing-needles, drilled-eyed sharps and betweens, assorted, numbers 5 to 8, inclusive	75	per dozen.
20 pounds scoth-thread, red, numbers 35 to 40	2 75	per pound.
20 pounds scoth-thread, white, numbers 35 to 40	2 75	per pound.
20 pounds scoth-thread, blue, numbers 35 to 40	2 75	per pound.
24 pounds shoe-thread	1 75	per pound.

To be delivered as required

HENRY D. STOVER. Date of contract, March 30, 1863.

Class Q, sperm oil.

2,000 gallons best winter-strained sperm oil	$2 30	per gallon.

To be delivered as required.

EPHRAIM WHEELER. Date of contract, March 27, 1863.

Class U, lanterns and lamps.

13 large double-thick glass globe lanterns, not less than 12 inches in diameter, with guards and lamps complete	$8 00	each.
10 dozen globe lanterns, with guards and lamps complete, per sample	40 00	per dozen.
10 dozen globe lanterns, with guards and lamps complete, per sample, 2d size	30 00	per dozen.

2 dozen glass globes, per sample, assorted	$9 00	per dozen.
2 dozen swinging pendulum lamps, side, complete, for lard or sperm oil	120 00	per dozen.
All the foregoing lanterns and lamps to have guards, &c., of brass.		
20 dozen hand lamps, brass, per sample	9 00	per dozen.
3 dozen white signal lanterns, per sample	36 00	per dozen.
3 dozen red signal lanterns, per sample	48 00	per dozen.
3 dozen green signal lanterns, per sample	48 00	per dozen.
2 dozen side lights, red and green	250 00	per dozen.
1 dozen head or top lights, white	150 00	per dozen.
5 dozen lamp chimneys for solar and coal oil lamps, assorted	2 00	per dozen.

To be delivered as required.

EPHRAIM WHEELER. Date of contract, March 27, 1863.

Class R, ship chandlery for equipment stores.

36 Manilla hitched cork fenders, large	$5 00	each.
12 chamois skins	1 00	each.
300 pounds beeswax	50	per pound.
500 pounds lamp-wick yarn	1 00	per pound.
10 gross lamp-wick, wove, round and flat	6 00	per gross.
3 pounds fine Turkey sponge	8 00	per pound.
50 pounds pumice-stone, pulverized	12	per pound.
50 pounds crocus martis	25	per pound.
2 gross Tripoli powders	7 50	per gross.
12 dozen rolls or sticks of stove polish	50	per dozen.
12 dozen papers British lustre stove polish	30	per dozen.
6 dozen cocoa mats	12 00	per dozen.
6 dozen wool mops	3 00	per dozen.
400 pounds potash, one barrel	03	per pound.
1,000 sail needles, Lolly's flat seam	3 00	per 100.
1,000 sail needles, Lolly's old work	3 00	per 100.
300 sail needles, Lolly's large bolt rope	3 00	per 100.
300 sail needles, Lolly's small bolt rope	3 00	per 100.
50 pounds white curled hair	50	per pound.
20 silver calls	5 00	each.

To be delivered as required.

WM. A. WHEELER. Date of contract, March 30, 1863.

Class S, stationery.

4,000 white note envelopes, assorted sizes	$1 00	per M.
4,000 white letter envelopes, assorted sizes	2 00	per M.
2,000 straw and yellow letter envelopes, assorted sizes	5 00	per M.
2,000 straw and yellow official envelopes, assorted sizes	10 00	per M.
4,000 white official envelopes, assorted sizes	3 00	per M.
2 reams blank station bills, as per sample	1 00	per ream.
2 reams monthly returns, as per sample	1 00	per ream.
5 reams weekly returns, as per sample	7 50	per ream.
4 dozen papers black ink-powders	10	per dozen.
3 dozen ivory paper folders	6 00	per dozen.
2 dozen wafer seals	10	per dozen.
5 dozen erasers	5 00	per dozen.
1 dozen hand islet punches	10 00	per dozen.
1 dozen boxes islets	6 00	per dozen.
2 dozen pounce-boxes	10	per dozen.
20 dozen pint bottles black ink	3 00	per dozen.
20 dozen half pint bottles black ink	10	per dozen.
5 dozen half pint bottles red ink	10	per dozen.
10 dozen David's best quality carmine ink, small	2 50	per dozen.
5 dozen hydrometer inkstands	7 50	per dozen.
5 dozen best Congress four-blade penknives	9 00	per dozen.
60 dozen "Faber's" black-lead pencils, assorted numbers	50	per dozen.

6 dozen "Faber's" carmine and blue pencils	$2 00	per dozen.
3 dozen gutta percha propelling pencils and leads	6 00	per dozen.
1 dozen parallel rulers, assorted	1 00	per dozen.
2 dozen sand-boxes	10	per dozen.
3 dozen papers black sand, 1 pound each	1 50	per dozen.
12 dozen red tape	10	per dozen.
1 dozen boxes water colors, good quality	24 00	per dozen.
6 dozen mucilage, large bottles	10	per dozen.
6 dozen mucilage, small bottles	3 00	per dozen.
2 dozen rolling rulers	1 00	per dozen.
5 dozen round rulers, gutta percha	1 00	per dozen.
5 dozen flat rulers, gutta percha	10 00	per dozen.
1 dozen Gunter's scales	01	per dozen.
3 dozen porcelain slates	7 50	per dozen.
6 dozen bolts of taste or pieces of narrow red, white, and blue ribbon	1 50	per dozen.
20 dozen memorandum books, assorted	2 50	per dozen.
6 dozen account books, ruled, 3 and 4 quires	20 00	per dozen.
12 dozen blank books, ruled, 2 and 3 quires	20 00	per dozen.
12 dozen expense books, ruled, 3 quires	10 00	per dozen.
6 dozen receipt books, ruled, 3 quires	10 00	per dozen.
6 dozen order books, ruled, 2, 3, and 4 quires	10 00	per dozen.
12 dozen letter books, ruled, 2, 3, and 4 quires	10 00	per dozen.
10 reams wrapping paper	5 00	per ream.
4 reams envelope paper, yellow	7 50	per ream.
3 reams log paper	10 00	per ream.
24 reams regulation, ruled, cap paper	7 50	per ream.
2 reams fine, ruled, foolscap paper	5 00	per ream.
20 reams best, ruled, foolscap paper	5 00	per ream.
40 reams best, ruled, letter paper	5 00	per ream.
40 reams best, ruled, note paper	3 00	per ream.
4 reams patent blotting, white and blue, paper	10 00	per ream.
2 reams common red blotting paper	7 50	per ream.
5,000 quills, No. 80	12 00	per M.
300 gross steel pens, Perry & Co.'s, or equal, gross boxes	1 50	per gross.
3 gross penholders, best quality, gutta percha, &c.	5 00	per gross.
2 gross camel's hair pencils, assorted	10	per gross.
1 gross drawing pins, or tacks, steel, blued	20 00	per gross.
1 pound of lip glue	5 00	per pound.
10 pounds of gum-arabic	50	per pound.
5 pounds of wafers, in small boxes	50	per pound.
2 pounds of pounce	2 00	per pound.
¼ pound of cuttle-fish bone	5 00	per pound.
20 pounds of red sealing-wax, best quality	2 00	per pound.
12 sets ships' account books, form to be prescribed by the department	1 00	per set.
12 expenditure books, as above	4 50	each.
12 dozen pieces India-rubber, not less than 2 by 3 inches	2 00	per dozen.
200 sheets, double elephant, drawing paper	10	per sheet.
2 rolls tracing-cloth, 24 yards long, 1 yard wide, best quality	15 00	per yard.
1 dozen sticks India ink, best quality	5 00	each
50 packages best soft slate-pencils, each package to contain 100	1 00	each.

To be delivered as required.

JOHN BROWN. Date of contract, April 3, 1863.

Class T, firewood.

100 cords best spruce pine split wood	$6 00	per cord.
100 cords best oak split wood	8 00	per cord.

To be delivered as required.

EPHRAIM WHEELER. Date of contract, March 27, 1863.

Class No. 33, tools and hardware, miscellaneous.

2 sets block tin dish covers	$12 00	each.
3 dozen scoop-shovels, steel	15 00	per dozen.

2 dozen flat shovels, No. 3, steel	$12	00	per dozen.
12 dozen roping palms	2	00	per dozen.
12 dozen sewing palms	2	00	per dozen.
(Those palms to be steel plates with leather and raw-hide mountings.)			
4 dozen sail-knives, best quality	2	00	per dozen.
2 dozen shoe-knives, best quality	1	00	per dozen.
5,000 fishh-ooks, assorted sizes	1	00	per M.
6 Chinese gongs, as per sample	15	00	each.
4 dozen double log-slates, large	7	50	per dozen.
2 dozen single log-slates	5	00	per dozen.
1 dozen scissors, small size, steel	2	00	per dozen.
10 dozen scissors for lamps, steel	5	00	per dozen.
1 dozen paper shears, steel	9	00	per dozen.
3 dozen sail prickers, steel	3	00	per dozen.
3 dozen sail hooks, swivels, and plain	3	00	per dozen.
12 pairs of grains	1	00	each.
12 harpoons	1	00	each.
12 shark hooks, with chains	2	00	each.
12 copper tea-kettles, 4 quarts	3	50	each.
12 copper tea-kettles, 8 quarts	7	00	each.
12 iron tea-kettles	1	00	each.
12 iron fish-kettles, enamelled	3	00	each.
12 iron pots	2	00	each.
12 stew-pans	1	00	each
6 pairs iron tongs for galleys		50	each.
12 dozen iron saucepans, tinned, assorted	10	00	per dozen.
12 dozen iron saucepans, enamelled, assorted	10	00	per dozen.
6 dozen frying-pans, short-handled	4	50	per dozen.
3 dozen iron spoons, long-handled	1	50	per dozen.
3 dozen flesh-forks or tormentors	2	25	per dozen.
3 dozen dust-pans	3	00	per dozen.

To be delivered as required.

Contracts for materials required at the United States navy yard, Kittery, Maine, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1864.

WM. BRAND, New York. Date of contract, July 14, 1863.

Class No. 1, flax canvas and twine.

95 bolts No. 2 flax canvas	$26	40	per bolt.
125 bolts No. 3 flax canvas	25	15	per bolt.
75 bolts No. 5 flax canvas	21	50	per bolt.
175 bolts No. 6 flax canvas	19	40	per bolt.
50 bolts No. 7 flax canvas	18	30	per bolt.
58 bolts No. 8 flax canvas	17	25	per bolt.
80 bolts light ravens duck	13	00	per bolt.
25 bolts cot stuff, 30 inches wide, No. 4	26	30	per bolt.
30 bolts bag stuff	33	50	per bolt.
50 bolts hammock stuff	44	75	per bolt.
2,000 yards coal bagging stuff, 24 inches wide		30	per yard.
300 pounds flax twine, 2 and 3 thread		65	per pound.
25 pounds whipping twine		62½	per pound.
25 pounds seine twine		75	per pound.

To be delivered as required

SOUTHARD, HERBERT & Co, Boston. Date of contract, July 23, 1863.

Class No. 5, sperm oil.

2,000 gallons winter-strained sperm oil	$1	59	per gallon.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 7, cooking utensils.

50 iron tea-kettles	$1 25	each.
25 camp-kettles	1 50	each.
75 frying-pans, assorted	38	each.
150 stew-pans, enamelled	80	each.
30 gridirons	50	each.
30 shovels	50	each.
30 griddles	60	each.
30 tongs	50	each.
30 waffle irons	1 00	each.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 22, 1863.

Class No. 8, stoves.

6 cabin and wardroom stoves, as per sample	$9 50	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 10, leather.

30 sides rigging leather, each side not less than 10 pounds, (300 pounds)	$0 60	per pound.
4 sides pump leather, each side not less than 25 pounds, (100 pounds)	48	per pound.
35 sides bellows leather, each side not less than 6 pounds, (210 pounds)	60	per pound.

To be delivered as required.

JAMES R. PUGH, Harrisburg, Pa. Date of contract, July 23, 1863.

Class No. 11, leather hose.

3,000 feet best leather copper-riveted leading hose	$0 95	per foot.
700 feet suction hose, every third length to be fitted with a basket	2 25	per foot.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 13, lanterns.

8 bowsprit lanterns, per sample	$26 25	each.
11 mizzentop lanterns, per sample	26 25	each.
10 wheelhouse lanterns, green, per sample	26 25	each.
14 wheelhouse lanterns, red, per sample	26 25	each.
12 running lanterns, green, per sample	24 00	each.
12 running lanterns, red, per sample	24 00	each.
16 state-room lanterns, per sample	10 00	each.
60 spirit-room, fore and main hold, deck, and side lanterns, with spare bottoms and sockets, for holding candle, to each, per sample	4 00	each.
60 signal lanterns, white, per sample	7 75	each.
60 signal lanterns, red, per sample	6 50	each.
60 main and berth deck lanterns, white, per sample	6 50	each.
60 globe lanterns, (large)	3 50	each.
75 globe lanterns, (small)	88	each.
10 globe shades, (large)	1 75	each.
10 globe shades, (small)	1 00	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 15, tar.

16 barrels thin tar, each containing not less than 30 gallons	$10 20	per barrel.
20 barrels coal tar, each containing not less than 40 gallons	3 50	per barrel

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 18, tallow.

1,000 pounds best beef tallow	$0 12	per pound.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 20, brushes.

200 clamp brushes	$0 19	each.
200 hand scrubbing brushes	18	each.
25 tar brushes, short-handled	25	each.
250 whitewash brushes	65	each.
24 painter's dusting brushes	30	each.
16 varnish brushes	33	each.
100 paint brushes, 00, per sample	50	each.
100 paint brushes, 000, per sample	62	each.
48 sash tools, Nos. 4 and 5	12	each.
50 camel's hair brushes, assorted	04	each.
24 glue brushes, as per sample	15	each.
24 flue brushes, as per sample	3 50	each.

To be delivered as required.

HALL L. DAVIS, Portland, Me. Date of contract, July 18, 1863

Class No. 22, stationary.

6 pounds refined gum arabic	$0 15	per pound.
5 pounds wafers, (American)	30	per pound.
10 pounds best sealingwax	50	per pound.
24 yards tracing-cloth	50	per yard.
10 pounds rubber, prepared in ounce pieces	1 00	per pound.
3,000 slate pencils, white, Rutland	25	per M.
3,000 quills, No. 80	5 00	per M.
24 bottles carmine ink, ½ pints	15	per bottle.
60 bottles black ink, ½ pints	10	per bottle.
60 bottles black ink, 1 pint	15	per bottle.
72 papers ink-powder	06	per paper.
12 dozen papers black sand, half pints	03	per paper.
12 dozen camel's hair brushes	15	per dozen.
1 dozen sable hair brushes	50	per dozen.
6 dozen penholders to suit pens	08	per dozen.
26 dozen best black lead pencils, (drawing,) assorted, Faber's	33	per dozen.
18 reams log-paper	6 50	per ream.
50 reams foolscap paper, regulation ruled, per sample	4 50	per ream.
24 reams foolscap paper, faint lined, per sample	3 00	per ream.
18 reams letter paper, faint lined, per sample	2 50	per ream.
10 reams note paper, faint lined, per sample	2 00	per ream.
6 reams buff envelope paper, per sample	3 50	per ream.
1 ream blotting paper, red and white, per sample	3 75	per ream.
48 blank books, cap size, 1 quire, half bound, faint lined	25	each.
48 blank books, cap size, 2 quires, half bound, faint lined	50	each.
48 blank books, cap size, 3 quires, half bound, faint lined	65	each.
36 letter books, cap size, half bound, 3 quires, faint lined	65	each.
24 dozen memorandum books, 1 quire each thick, bound in leather, with loops	35	per dozen.
12 requisition books, printed, per pattern	4 00	each.

24 account books, ruled, per pattern	$2 00	each.
12 expenditure books, ruled, per pattern	2 00	each.
12 order books, ruled, per pattern	50	each.
12 receipt books, ruled, per pattern	1 00	each.
24 sand-boxes, hard wood, best quality	15	each.
100 drawing pins	02	each.
12 portfolios	4 00	each.
24 drawing pens	25	each.
100 inkstands, glass	30	each.
12 India-ink saucers	20	each.
24 parallel rulers, ebony	50	each.
24 erasers, ivory handles	38	each.
24 rulers, ebony	17	each.
24 ivory paper-folders	25	each.
24 flat rulers	17	each.
48 penknives, four blades, Rodgers's best	1 50	each.
24 ivory pounce boxes and pounce	35	each.
5 pieces erasive gum	01	each.
100 double log-slates, hardwood frames	65	each.
24 single log-slates, hard wood frames	12	each.
12 porcelain slates, framed 8 × 10 inches	60	each.
48 Gunter scales	35	each.
24 wafer seals, ivory	15	each.
12 ships' ledgers, for yoeman's use, per pattern	2 50	each.
12 requisition books, for yoeman's use, per pattern	4 00	each.
12 ships' day books, for yoeman's use, per pattern	2 00	each.
24 cases mathematical instruments, per pattern	8 00	per case.
12 boxes water colors	3 50	per box.
1 roll drawing paper, 24 yards long, 54 inches wide	5 00	per roll.
25 sheets antiquarian paper	1 00	per sheet.
50 sheets double elephant drawing paper	25	per sheet.
50 sheets drawing paper, elephant	18	per sheet.
50 sheets tracing paper, double elephant	35	per sheet.
12 pieces India ink	12	per piece.
48 gross steel pens, bands and nibs, assorted	50	per gross.
144 pieces red tape	04	per piece.
50 pieces silk taste	13	per piece.
12,000 self-sealing envelopes, assorted sizes and colors	4 00	per M.
2 reams blank monthly returns, per pattern	6 00	per ream.
5 reams blank monthly returns, per pattern	6 00	per ream.

To be delivered as required.

SMITH BROS. & Co, Boston. Date of contract, July 20, 1863.

Class No. 23, hardware.

300 pairs brass butt hinges, 2 × 1½, with brass pins	$0 25	per pair.
15 dozen brass drawer locks	2 00	per dozen.
8 dozen pairs brass flap hinges	2 75	per doz. pair.
6 dozen pairs brass flush bolts	3 25	per doz. pair.
2 dozen brass 4-inch chest locks	7 50	per dozen.
2 dozen brass 2½-inch chest locks	1 25	per dozen.
3 dozen brass 3-inch wardrobe locks	2 25	per dozen.
12 dozen brass 1⅞-inch buttons on plates	70	per dozen.
80 pairs brass scoty hinges and fastnings complete, 5 × 5 inches	75	per pair.
75 gross brass screws, gimlet points, Nos. 4 to 24	3 00	per gross.
200 pounds brass wire, assorted	45	per pound.
50 gross iron screws, Nos. 4 to 25	1 00	per gross.
5 spring balances, 25 lbs	25	each.
5 spring balances, 50 lbs	50	each.
5 spring balances, 150 lbs	4 00	each.

To be belivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 24, ship chandlery.

10	pounds iron sheave rivets, $\frac{7}{8}$ inch long, No. 7 wire	$0 15	per pound.
10	pounds iron sheave rivets, 1 inch long, No. 7 wire	15	per pound.
10	pounds iron sheave rivets, $1\frac{1}{8}$ inch long, No. 6 wire	15	per pound.
20	pounds iron sheave rivets, $1\frac{1}{4}$ inch long, No. 6 wire	15	per pound.
15	pounds iron sheave rivets, $1\frac{3}{8}$ inch long, No. 5 wire	15	per pound.
18	pounds iron sheave rivets, $1\frac{1}{2}$ inch long, No. 5 wire	15	per pound.
10	pounds iron sheave rivets, $1\frac{3}{4}$ inch long, No. 4 wire	15	per pound.
5	pounds iron sheave rivets, 2 inches long, No. 4 wire	15	per pound.
5	pounds iron sheave rivets, $2\frac{1}{4}$ inches long, No. 4 wire	15	per pound.
5	pounds iron sheave rivets, $2\frac{1}{2}$ inches long, No. 3 wire	15	per pound.
3	pounds iron sheave rivets, 3 inches long, No. 3 wire	15	per pound.
300	gallons naphtha	40	per gallon.
30	pallet knives	30	each.
48	putty knives	20	each
10	glaziers' diamonds	4 25	each.
80	friction roller bushings, (composition,) $\frac{3}{4}$-inch pin-hole, $1\frac{1}{4}$ inch thick	70	each.
26	friction roller bushings, (composition,) $\frac{7}{8}$-inch pin-hole, $1\frac{3}{8}$ inch thick	1 10	each.
1	pound hemp thread	1 00	per pound.
14	friction roller bushings, (composition,) 1-inch pin-hole, $1\frac{1}{2}$ inch thick	1 60	each.
100	gallons alcohol, best quality, 95 per cent. proof	1 05	per gallon.
500	fishing hooks	3 00	per 100.
100	sail knives	30	each.
10	hollowing kives	1 00	each.
10	rounding knives	1 50	each.
60	shoe knives	12	each.
50	fishing lines, 240 feet each	80	each.
20	barrels lime	1 30	per barrel.
100	chalk-lines	05	each.
50	jars chloride of lime, in 20-pound jars	2 90	per jar
300	pounds mercury, in flasks	90	per pound.
100	pounds rotten-stone	02	per pound.
100	pounds soapstone, pulverized	02	per pound.
20	pounds worsted yarn	1 76	per pound.
20	measuring lines, metallic, 100 feet	1 50	each.
500	seaming needles	2 76	per 100.
1,200	roping needles	3 00	per 100.
200	mounted palms	50	each
100	mounted palms, (roping)	50	each
40	pairs pincers	25	each.
5	seines of tanned flax, 80 fathoms, with bag and sinkers, complete	165 00	each.
50	screwdrivers	20	each.
10	steelyards	1 00	each.
20	sheep-shears	60	each.
200	galvanized iron thimbles, assorted	12	each.
800	pounds beeswax	48	per pound.
100	pounds soda ash	05$\frac{1}{2}$	per pound.
20	pounds bristles	5 50	per pound.
30	pounds steel wire	35	per pound.
10	scale beams, to weigh 500 pounds	5 00	each.
12	belt punches	60	each.
30	silver calls	3 75	each.

To be delivered as required.

MATTHIAS ELLIT, Carver, Mass. Date of contract, July 22, 1863.

Class No 25, copper wire.

1,000	pounds copper wire, assorted	$0 44$\frac{3}{4}$	per pound.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, July 18, 1863.

Class No. 27, dry goods.

100 yards cotton velvet, one yard wide, per sample	$0 75	per yard.
150 yards hair-cloth, 30 inches wide, per sample	2 00	per yard.
125 yards black cambric, per sample	24	per yard.
100 yards black gimp, ½ inch wide, per sample	10	per yard.
100 yards 2-inch webbing, per sample	05	per yard.
500 pounds curled hair, per sample	44	per pound.
10 pounds linen thread, per sample	2 00	per pound.
8 gross tufts, per sample	12½	per gross.
100 yards enamelled cloth, per sample	75	per yard.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 18, 1863.

Class No. 29, firewood.

160 cords oak firewood	$7 75	per cord.
20 cords pine firewood	5 00	per cord.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 21, 1863.

Class No. 31, tar oil and neat's-foot oil.

30 gallons neat's-foot oil	$1 50	per gallon.
10 gallons sweet oil	1 75	per gallon.
400 gallons tar oil	50	per gallon.

To be delivered as required.

Contracts for materials required at the United States navy yard, Charlestown, Massachusetts, under cognizance of Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1864.

WM. BRAND, New York. Date of contract, July 14, 1863.

Class No. 1, flax canvas and twine.

200 bolts No. 1 flax canvas	$28 10	per bolt.
250 bolts No. 2 flax canvas	25 25	per bolt.
250 bolts No. 3 flax canvas	23 10	per bolt.
300 bolts No. 4 flax canvas	21 38	per bolt.
300 bolts No. 5 flax canvas	19 32	per bolt.
280 bolts No. 6 flax canvas	17 20	per bolt.
280 bolts No 7 flax canvas	16 25	per bolt.
300 bolts No. 8 flax canvas	15 12	per bolt.
50 bolts cot canvas, 30 inches wide	26 15	per bolt.
400 bolts bag canvas	32 04	per bolt.
500 bolts hammock canvas	43 75	per bolt.
,000 yards coal bagging, 24 inches wide	35	per yard.
,000 pounds flax sewing twine, 2 and 3 thread	60	per pound.
500 pounds flax whipping twine	61	per pound.
500 pounds flax seine twine	75	per pound.
,000 pounds flax twine	73	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 5, sperm oil.

,000 gallons winter-strained sperm oil	$1 25	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, July 14. 1863.

Class No. 7, cooking utensils

48 gridirons	$0 50	each.
48 griddles	50	each.
48 iron teakettles	80	each.
48 fish-kettles	1 00	each.
48 camp kettles	1 00	each.
100 frying-pans, assorted sizes	60	each.
150 stew-pans	60	each.
48 iron pots	2 00	each.
48 waffle-irons	50	each.
48 bake pans	40	each.
60 copper teakettles	3 00	each.
12 sets pokers, shovels, and tongs	3 00	per set.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 8, stoves.

12 stoves for cabin use	$7 00	each.
12 cooking stoves, complete	14 00	each.

To be delivered as required.

GEORGE ADAMS, Boston Date of contract, July 25, 1863.

Class No. 10, leather.

300 sides rigging leather, each side not less than ten pounds, (3,000 pounds)	$0 45	per pound.
34 sides pump leather, each side not less than thirty pounds, (1,020 pounds)	44	per pound.
170 sides bellows leather, each side not less than six pounds, (1,020 pounds)	75	per pound.
56 raw hides, dressed, each not less than eighteen pounds, (1,008)	33	per pound.
40 skins buff leather	3 00	per skin.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 11, leather hose.

2,000 feet best copper-riveted leading hose	$1 00	per foot
498 feet suction hose, every third length to be fitted with a basket	1 85	per foot.

To be delivered as required.

GEORGE ADAMS, Boston. Date of contract, July 25, 1863.

Class No. 12, ox hides for rope.

120,000 pounds slaughter-house ox hides, of largest size, to manufacture into rope; the hides to be of even thickness flesh, hair, tail, head, neck, horns, and hoofs, removed	$14 73	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 13, lanterns and lamps.

12 bowsprit lanterns, per sample	$22 00	each.
12 mizentop lanterns, per sample	21 00	each.
12 wheel-house lanterns, green, per sample	16 00	each.

12 wheel house lanterns, red, per sample	16 00	each.
12 running lanterns, green, per sample	17 00	each.
12 running lanterns, red per sample	16 00	each.
6 spare shades for lanterns, red, per sample	50	each.
6 spare shades for lanterns, green, per sample	50	each.
24 storeroom lanterns, per sample	1 50	each.
36 spirit-room, fore and main hold, deck, and side lanterns, with spare bottoms and sockets for holding candle to each, per sample	4 00	each.
24 signal lanterns, Fresnel, white, per sample	16 00	each.
24 signal lanterns, Fresnel, red, per sample	15 00	each.
48 main, berth deck, and orlop lanterns, white, per sample	7 00	each.
50 globe lanterns, large size, per sample	3 75	each.
60 globe lanterns, small size, per sample	2 75	each.
100 brass hand lamps, per sample	50	each.
6 lamps, with reflectors, per sample	1 40	each.
200 lamp chimneys, per sample	10	each.
6 lenses, Fresnel, for lanterns, round, white	1 00	each.
6 lenses, Fresnel, for lanterns, round, red	1 00	each.
6 lenses, Fresnel, for lanterns, round, sectional	1 00	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 15, tar.

25 barrels thin tar, each containing not less than 30 gallons	$9 00	per barrel.

To be delivered as required.

MULLETT & BRADBURY, Boston. Date of contract, July 20, 1863.

Class No. 18, soap and tallow.

100 pounds castile soap	$0 16	per pound.
500 pounds hard brown soap	7	per pound.
5,000 pounds pure tallow	10¾	per pound.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, July 20, 1863.

Class No. 20, brushes.

500 clamp brushes	$0 19	each.
700 hand scrubbing brushes	18	each.
100 tar brushes, short handles	25	each.
24 tar brushes, long handles, 8 knots	40	each.
600 whitewash brushes	60	each.
24 hand dusting brushes	25	each.
24 painters' dusting brushes	30	each.
12 varnish brushes	33	each.
200 paint brushes, 00	50	each.
200 paint brushes, 000	62	each.
200 paint brushes, 0000	71	each.
200 paint brushes, 00000	79	each.
200 paint brushes, 000000	87	each.
150 sash tool brushes	12	each.
12 glue brushes	15	each.

To be delivered as required.

ABRAM E. CUTTER, Charlestown. Date of contract, July 20, 1863.

Class No. 22, stationery.

50 pounds refined gum arabic	$0 10	per pound.
100 blank books, cap size, 1 quire, half-bound, faint lined	50	each.
100 blank books, cap size, 2 quires, half bound, faint lined	87	each.
100 blank books, cap size, 3 quires, half-bound, faint lined	1 25	each.

75	letter books, cap size, 3 quires, half-bound, faint lined	$1 25	each.
300	memorandum books, 1 quire, half-bound, with loops	25	each.
300	memorandum books, 1 quire, bound in leather	15	each.
90	sand-boxes, hard wood	10	each.
200	yards tracing cloth	30	per yard.
75	bottles carmine ink, ½ pints	08	each.
200	bottles black ink, pints	15	each.
200	bottles black ink, ½ pints	10	each.
26	bottles blue ink, quarts	10	each.
50	papers ink-powder	05	per paper.
50	pieces India ink	04	per piece.
100	inkstands, assorted	25	each.
50	India-ink saucers	02	each.
75	erasers, with ivory handles	35	each.
75	paper-folder, ivory	20	each.
150	penknives, 4 blades, "Congress"	1 00	each.
50	desk knives, ivory handles	10	each.
60	ivory pounce-boxes and pounce	20	each.
100	gross steel pens, assorted	75	per gross.
30	dozen penholders, to suit pens	10	per dozen.
75	dozen pencils, drawing, best black, and equal to Faber's	30	per dozen.
1,500	slate pencils, best White Rutland	25	per 100.
12	dozen camel's hair pencils	10	per dozen.
9	dozen sable hair pencils	06	per dozen.
50	reams log paper	7 00	per ream.
150	reams foolscap paper, regulation, ruled	7 00	per ream.
100	reams foolscap paper, faint lined	4 00	per ream.
100	reams letter paper, faint lined	3 00	per ream.
35	reams envelope paper	4 50	per ream.
20	reams blotting paper	1 25	per ream.
10	reams cartridge paper	20	per ream.
20	rolls drawing paper, 24 yards long, 54 inches wide	1 50	per roll.
175	sheets drawing paper, double elephant	20	per sheet.
100	sheets drawing paper, elephant	10	per sheet.
100	sheets tracing paper, double elephant	10	per sheet.
30	drawing pens	12	each.
300	drawing pins	1	each.
20	portfolios	75	each.
2,000	quills, No. 80	4 00	per M.
30	parallel rules, ebony, 24 inches	2 00	each.
30	round rulers, ebony	25	each.
30	flat rulers	10	each.
30	rolling rulers, 20 inches	10	each.
20	pounds rubber, prepared in ounce pieces	1 00	per pound.
60	pieces erasive gum	1	per piece.
250	double log slates, hard wood frames	75	each.
90	single log slates, hard wood frames	30	each.
30	porcelain slates, 8 by 10 inches, framed	1 00	each.
30	drawing squares, ebony, 4 feet tongue	20	each.
30	drawing triangles	10	each.
40	wafer seals, ivory	10	each.
20	dozen papers black sand, ½ pints	20	per dozen.
90	Gunter's scales	50	each.
50	pieces red tape	04	per piece.
150	pieces silk taste	20	per piece.
50	pounds wafers, American	20	per pound.
50	pounds sealing-wax	50	per pound.
150	cakes, water colors, best quality	01	each.
3,000	self-sealing envelopes, assorted sizes and colors	4 50	per M.
300	small memorandum books	02	each.

To be delivered as required.

SMITH BROS & CO, Boston. Date of contract, July 20, 1863.

Class No. 23, hardware.

12	dozen flush bolts, brass, 4 by 4½ inches	$2 00	per dozen.
50	sets fixed wheel casters, brass	55	per set.

24 pairs secretary hinges and fastenings complete, brass, 5 by 5 inches	50	per pair.
24 pairs table hinges, brass, 2½ inches	25	per pair.
36 pairs table hinges, brass, 2 by 2 inches	20	per pair.
4 dozen blank drawer lock keys	30	per dozen.
12 dozen bookcase locks, brass, 2 by 3 inches	2 00	per dozen.
12 dozen chest locks, iron, 3½ inches	2 00	per dozen.
200 pounds copper hose rivets	62	per pound.
72 table fasteners, 2½ by 2½ inches	30	each.

To be delivered as required.

SMITH BRO. & Co., Boston. Date of contract, July 20, 1863.

Class No. 24, ship chandlery.

1,500 pounds beeswax	$0 48	per pound.
500 hickory brooms	20	each.
700 "Tower's" house brooms, corn	25	each.
50 silver calls	4 00	each.
500 bushels hard wood coal	15	per bushel.
25 pounds copperas	04	per pound.
30 skeins large catgut	1 10	per skein.
50 pounds cane-seating	75	per pound.
500 fish-hooks, cod and assorted	2 50	per 100.
50 fishing lines, 240 feet each	80	each.
12 gross lamp-wicks, woven	1 90	per gross.
12 gross lamp-wicks, woven circular	1 90	per gross.
500 pounds lamp-wick yarn	90	per pound.
10 pounds sheet mica	2 00	per pound.
200 sail needles	02	per 100.
200 seaming needles	02	per 100.
100 roping needles	02	per 100.
200 life preservers	1 75	each.
100 mounted palms, sewing	52	each.
100 mounted palms, roping	52	each.
2 reams heavy wrapping paper	3 75	per ream.
12 seines of tanned flax, 40 fathoms, with bag and sinker, complete	85 00	each.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 22, 1863.

Class No. 25, copper wire.

5,000 pounds copper wire, assorted	$0 44½	per pound.

To be delivered as required.

BENJAMIN Y. RIPLEY, Boston. Date of contract, July 20, 1863.

Class No. 27, dry-goods and hair-cloth.

50 yards hair-cloth, 30 inches wide	$1 50	per yard.
50 yards hair-cloth, 24 inches wide	1 40	per yard.
50 yards linen tape	04	per yard.
10 pounds white linen thread	1 50	per pound.
20 pounds black linen thread	1 50	per pound.
800 pounds white curled hair	50	per pound.
6 gross black tufts	10	per gross.
6 pieces gimp	50	per piece.
6 gross lasting buttons	20	per gross.
100 yards enamelled cloth	70	per yard.
1,200 yards gunny cloth	20	per yard.
50 rolls webbing	1 80	per roll.
50 balls twine	30	per ball.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 18, 1863.

Class No. 29, firewood.

400 cords oak wood	$8 00	per cord.

To be delivered as required.

SOUTHARD, HERBERT & Co, Boston. Date of contract, July 23, 1863.

Class No. 31, whale, fish, tar, and neat's-foot oils.

14,000 gallons whale oil	$0 80	per gallon.
500 gallons fish oil	78	per gallon.
650 gallons tar oil	49	per gallon.
100 gallons neat's-foot oil	84	per gallon.

To be delivered as required.

Contracts for materials required at the United States navy yard, Brooklyn, New York, under cognizance of Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1864.

WILLIAM BRAND, New York. Date of contract, July 14, 1863.

Class No. 1, flax canvas and twine.

400 bolts No. 1 flax canvas	$27 15	per bolt.
500 bolts No. 2 flax canvas	25 15	per bolt.
600 bolts No. 3 flax canvas	24 25	per bolt.
700 bolts No. 4 flax canvas	21 25	per bolt.
400 bolts No. 5 flax canvas	19 15	per bolt.
350 bolts No. 6 flax canvas	17 25	per bolt.
350 bolts No. 7 flax canvas	16 37½	per bolt.
300 bolts No. 8 flax canvas	15 25	per bolt.
400 bolts light ravens duck	12 12½	per bolt.
150 bolts cot canvas, 30 inches wide	25 37½	per bolt.
500 bolts bag canvas	32 25	per bolt.
700 bolts hammock canvas	43 25	per bolt.
30,000 yards coal bagging, 24 inches wide	31½	per yard.
6,000 pounds flax twine, 2 and 3 thread	61	per pound.
300 pounds whipping twine	62½	per pound.
50 pounds seine twine	62½	per pound.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 5, sperm oil.

5,000 gallons winter-strained oil	$1 25	per gallon.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 7, cooking utensils.

75 sets dish covers, 8 to a set	$1 00	each set.
100 gridirons, 2 sizes	60	each.
100 gridirons, 2 sizes	50	each.
100 iron teakettles, 6 to 10 quarts	80	each.
150 copper teakettles, 6 to 12 quarts	5 00	each.
150 fish kettles, with strainers complete	3 00	each.
100 iron ladles, 2 sizes	30	each.
175 frying-pans, 3 sizes	50	each.

300 stew-pans, 2 to 12 quarts	60	each.
100 iron pots, large size	4 00	each.
75 pokers	10	each.
75 shovels	50	each.
75 tongs	40	each.
100 tormentors	50	each.
250 tinder-boxes and steels	20	each.
100 waffle-irons	15	each.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 22, 1863.

Class No. 8, stoves.

75 cooking cabooses, equal to Sheppard's, from 4 to 6	$84 50	each.
60 stoves for cabin and wardroom, most approved patterns	8 50	each.

To be delivered as required.

JOHN J. BINGHAM, New York. Date of contract, July 22, 1863.

Class No. 10, leather.

1,000 pounds hose leather, best white-oak tanned	$0 85	per pound.
700 sides rigging leather, each side not less than 10 pounds, (7,000 pounds)	45	per pound.
112 sides pump leather, each side not less than 30 pounds, (3,360 pounds)	35	per pound.
85 sides bellows leather, each side not less than 6 pounds, (510 pounds)	76	per pound.
150 sides white-oak-tanned leather, each side not less than 25 pounds, (3,750 pounds,)	44	per pound.
75 sides oil-tanned-leather, each side not less than 25 pounds, (1,875 pounds)	36	per pound.
200 raw hides	4 00	each.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

Class No. 11, leather hose.

8,000 feet best copper-riveted leading hose	$0 95	per foot.
550 feet suction hose, every third length to be fitted with a basket	5 00	per foot.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

Class No. 13, lanterns and lamps.

250 globe lanterns, with guards and lamps complete	$1 25	each.
450 berth-deck lanterns	5 50	each.
50 sets running lights, red, green, and white, regulation	18 00	per set.
50 sets spare shades for running lights	2 00	per set.
250 lamps with reflectors	1 25	each.
100 brass hand lanterns	40	each.
100 bowsprit lanterns	18 00	each.
100 top lanterns	18 00	each.
400 horn lanterns	1 50	each.
100 hanging lamps for cabin and wardroom, complete	6 50	each.
100 storeroom lanterns	12 00	each.
100 spirit-room lanterns	2 00	each.
500 lamp chimneys to suit lamps	10	each.
150 gross old lamp-wick to suit lamps	1 75	per gross.
340 pounds lamp-wick yarn	85	per pound.
300 deck lanterns	2 00	each.
300 side lanterns	2 00	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 15, tar.

200 barrels tar, each containing not less than thirty gallons	$8 40	per barrel.
50 barrels coal tar, each containing not less than forty gallons	3 70	per barrel.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

Class No. 18, soap and tallow.

350 pounds hard brown soap, equal to Colgate's, best quality	7 cts.	per pound.
500 pounds pure beef tallow	10 cts.	per pound.

To be delivered as required.

CORNELIUS BIGELOW, New York. Date of contract, July 25, 1863.

Class No. 22, stationery.

200 blank books, 2 quires each	$0 50	each.
100 letter books, 3 quires each	60	each.
800 memorandum books, 1 quire each, bound in leather and loops	15	each.
50 account books, ruled per pattern	30	each.
100 expenditure books, ruled, per pattern	1 00	each.
75 receipt book, ruled, per pattern	30	each.
350 sand-boxes, hard wood, best quality	10	each.
200 bottles red ink, ½ pints	08	per bottle.
300 bottles black ink, ½ pints, Maynard & Noyes'	12	per bottle.
250 bottles black ink, pints, Maynard & Noyes'	15	per bottle.
40 papers ink-powder	02	per paper.
400 glass inkstands, assorted	50	each.
50 erasers, ivory handles	10	each.
100 ivory paper-folders	02	each.
200 penknives, 4 blades, Rodgers's best	50	each.
50 ivory pounce-boxes and pounce	10	each.
150 gross steel pens, barrels and nibs, assorted	2 00	per gross.
40 dozen penholders, to suit pens	30	per dozen.
100 dozen best black lead pencils, assorted, Faber's	75	per dozen.
10,000 slate pencils	01	per 100.
12 dozen camel's hair pencils	03	per dozen.
50 reams log paper, per sample	8 00	per ream.
150 reams foolscap paper	5 00	per ream.
150 reams letter paper	2 50	per ream.
50 reams buff envelope paper, best quality	2 00	per ream.
40 reams blotting paper, best quality	2 00	per ream.
200 sheets drawing paper, best quality	10	per sheet.
15,000 quills, No. 80	5 00	per 1,000.
50 parallel rules, ebony, large size	1 00	each.
50 round rulers, ebony	25	each.
30 flat rulers, ebony	25	each.
50 boxes water colors	2 00	per box.
50 cases mathematical instruments	8 00	per case.
250 pieces India-rubber	05	per piece.
400 double log slates, hard wood frames	1 00	each.
30 single log slates, hard wood frames	15	each.
24 porcelain slates, 8 by 10, framed	30	each.
50,000 envelopes, assorted sizes and colors	60	per 100.
75 order books, ruled, per pattern	40	each.
50 wafer seals, ivory handles	10	each.
24 dozen papers black sand, ½ pints	01	each.
100 Gunter's scales	15	each.
300 pieces red tape	01	per piece.
100 pieces silk taste, red, white, and blue, assorted	05	per piece.

10	pounds wafers, American	$0 30	per pound.
35	pounds best red sealingwax	30	per pound.
5	reams blank monthly returns, per pattern	3 00	per ream.
5	reams blank weekly returns, per pattern	3 00	per ream.
50	sets ship's account books, as prescribed by the department	4 00	per set.
150	memorandum, watch, and station bill-books	10	each.
100	blank station bill-books	30	each.
500	quires requisitions daily expenditures, 8 blanks to be printed on each sheet	15	per quire.

To be delivered as required.

Wm. A. Wheeler, New York. Date of contract, July 21, 1863.

Class No. 23, hardware.

100	axes, handled	$1 50	each.
50	axes, with pick and hoe combined	1 88	each.
110	axes, junk	1 75	each.
100	awls, handled	05	each.
100	brass dividers	35	each.
200	gross brass round eyelets, W. H	2 50	per gross.
50	gross brass oblong eyelets, W. H	4 25	per gross.
100	gross iron galvanized grummets, W. H	1 00	per gross.
100	hammers, handled	90	each.
100	hatchets, handled, cast steel	1 00	each.
50	rules, two-feet, double and single jointed	60	each.
100	brass squares	1 40	each.
100	steel shovels	1 25	each.
1,000	ship scrapers, steel blades, handled	50	each.
50	spades	1 00	each.
50	pairs scissors	40	per pair.
1,500	leg irons	75	each.
1,500	hand irons	75	each.

To be delivered as required.

Wm. A. Wheeler, New York. Date of contract, July 21, 1863.

Class No. 24, ship chandlery.

15	pounds bristles	$4 75	per pound.
20	pounds copper burs, assorted	60	per pound.
1,500	hickory brooms	20	each.
1,500	corn brooms	25	each.
1,020	pounds beeswax	55	per pound.
100	silver calls	3 25	each.
1,000	fish-hooks, assorted	2 25	per 100.
100	shoe knives	15	each.
200	sail knives	20	each.
500	fishing knives, 240 feet each	45	each.
100	measuring lines, 100 feet each	4 50	each.
10,000	seaming needlds, W. L.	2 50	per 100.
2,500	4-thread needles, W. L.	1 95	per 100.
2,400	6-thread needles, W. L.	2 00	per 100.
2,300	8-thread needles, W. L	2 25	per 100.
150	wooden hand pumps, best quality, as per sample	90	each.
150	copper pumps, with joints	8 00	each.
1,100	seaming palms	30	each.
200	roping palms	40	each.
100	pairs pincers	40	per pair.
50	copper hose pipes	4 25	each.
100	pounds copper hose rivets, assorted	50	per pound.
100	rigging screws	6 50	each.
30	flax seines, tanned, with bags and sinkers complete	60 00	each.
3,000	galvanized iron thimbles	1 50	per 100.

To be delivered as required.

SAM'L B. STEWART, Brooklyn. Date of contract, July 21, 1863.

Class No. 27, dry goods.

40 gross buttons	$0	01	per gross.
20 yards green baize	1	25	per yard.
130 yards enamelled cloth, black		65	per yard.
50 yards broadcloth, black	3	00	per yard.
100 table covers	7	00	each.
2,500 yards Brussels carpeting, 27 inches wide, best quality	1	60	per yard.
2,500 yards oilcloth, thickest kind	1	25	per sq. yard.
20 yards fearnaught	2	75	per yard.
30 gross black frogs, upholsterers'		02	per gross.
300 yards black gimp		05	per yard.
160 yards black muslin		14	per yard.
60 yards white muslin		25	per yard.
20 papers needles, assorted		01	per paper.
50 yards plush, assorted colors	2	50	per yard.
250 yards plain and printed reps	2	50	per yard.
800 yards Russia sheeting	1	25	per yard.
60 pounds shoe thread		50	per pound.
30 pounds black thread		75	per pound.
25 pounds white thread		75	per pound.
30 pieces narrow webbing		50	per piece.
25 pieces binding, assorted colors		38	per piece.
100 yards haircloth	1	40	per yard.
1,300 pounds curled hair, white		50	per pound.
200 pounds cane-seating, fine		50	per pound.

To be delivered as required.

WATSON & PITTINGER, Brooklyn. Date of contract, July 17, 1863.

Class No. 29, firewood.

300 cords hickory wood, young growth, 4 feet long	$11	00	per cord.
300 cords oak wood, young growth, 4 feet long	8	50	per cord.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 31, neat's-foot and tar oils.

1,400 gallons neat's-foot oil	$1	06	per gallon.
700 gallons tar oil		45	per gallon.

To be delivered as required.

Contracts for materials required at the United States navy yard, Philadelphia, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1864.

WM. BRAND, New York. Date of contract, July 14, 1863.

Class No. 1, flax canvas and twine.

300 bolts No. 1 flax canvas	$27	28	per bolt.
300 bolts No. 2 flax canvas	24	93	per bolt.
450 bolts No. 3 flax canvas	23	12	per bolt.
578 bolts No. 4 flax canvas	22	40	per bolt.
345 bolts No. 5 flax canvas	20	70	per bolt.
250 bolts No. 6 flax canvas	19	38	per bolt.
100 bolts No. 7 flax canvas	16	73	per bolt.
167 bolts No. 8 flax canvas	15	94	per bolt.
75 bolts light ravens duck, No. 12	12	00	per bolt.

362 bolts flax hammock stuff	$47 30	per bolt.
200 bolts flax bag stuff	38 30	per bolt.
13,000 yards flax coal bagging	33	per yard.
5,000 yards light parcelling	15	per yard.
100 pounds flax seine twine	75	per pound.
200 pounds flax whipping twine	58	per pound.
3,200 pounds flax sewing twine	62½	per pound.
50 pounds flax tufting twine	65	per pound.
75 pounds flax spring twine	70	per pound.

To be delivered as required.

H. D. Stover, New York. Date of contract, July 14, 1863.

Class No. 5, sperm oil.

1,050 gallons sperm oil, pure	$1 40	per gallon.

To be delivered as required.

H. D. Stover, New York. Date of contract, July 14, 1863.

Class No. 7, cooking utensils.

36 axes	$0 80	each.
26 gridirons	80	each.
22 griddles	60	each.
16 kettles, fish	1 50	each.
38 kettles, tea, iron	1 00	each.
16 ladles, iron	40	each.
60 pans, bake	50	each.
136 pans, stew	50	each.
14 pans, frying	40	each.
4 pots, iron	20	each.
15 pokers, iron	20	each.
12 shovels	1 00	each.
12 tongs	40	each.
18 tormentors	50	each.
13 waffle irons	60	each.

To be delivered as required.

Hulseman, Berry & Baugh, Philadelphia. Date of contract, July 28, 1863.

Class No. 10, leather.

40 hides, raw, 10 pounds per hide, (400 pounds)	$0 60	per pound.
8 skins buff leather	4 00	per skin.
30 sides bellows leather, each side not less than eight pounds, (240 pounds)	60	per pound.
100 sides bellows leather, each side not less than six pounds, (600 pounds)	65	per pound.
60 sides pump leather, 36 pounds each, (2,160 pounds)	50	per pound.
250 sides rigging leather, each side not less than ten pounds, (2,500 pounds)	48	per pound.

To be delivered as required.

James R. Pugh, Harrisburg, Pa. Date of contract, July 23, 1863.

Class No. 11, leather hose.

450 feet best leather copper-riveted leading hose	$0 95	per foot.
100 feet suction hose, every third length to be fitted with a basket	2 30	per foot.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 15, tar.

10 barrels coal-tar, each containing not less than forty gallons	$4 00	per barrel.
60 barrels raw tar, each containing not less than thirty gallons	9 00	per barrel.

To be delivered as required.

SIMES & SON, Philadelphia. Date of contract, July 23, 1863.

Class No. 18, soap and tallow.

9 barrels soft soap, thirty gallons each	$1 75	per barrel.
1,300 pounds tallow	12	per pound.

To be delivered as required.

SIMES & SON, Philadelphia. Date of contract, July 23, 1863.

Class No. 20, brushes.

36 camel's hair brushes	$0 01	each.
200 clamp brushes, with blocks and handles	40	each.
36 dusting brushes	18	each.
250 hand scrub brushes	18	each.
84 paint brushes	75	each.
48 sash tool brushes	15	each.
40 tar brushes, long handles	30	each.
60 tar brushes, short handles	25	each.
84 whitewash brushes	44	each.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

Class No. 22, stationery.

36 books, account, per sample	$1 00	each.
22 books, blank, cap size, 2 quires, ½ bound, faint lined	60	each.
5 books, expense, per sample	2 00	each.
23 books, letter, per sample	75	each.
138 books, memorandum, 1 quire each, bound in leather, with loops	20	each.
1 book, order, per sample	2 50	each.
12 books, receipt, per sample	1 50	each.
13 books, ship's ledgers, per sample	2 50	each.
144 books, memorandum, watch, and station bills, per sample	35	each.
36 books, blank station bills, per sample	35	each.
500 blanks, monthly returns, per sample	02	each.
5,000 blanks, weekly returns, per sample	02	each.
432 quires blanks, requisitions, daily expenditures, per sample	25	per quire.
270 bottles ink, black, ½ pints	10	per bottle.
63 bottles ink, carmine, ½ pints	40	per bottle.
84 papers ink-powder, black	10	each.
88 inkstands, per sample	50	each.
109 pieces India-rubber	08	each.
13 paper-folders, ivory	38	each.
66 penknives, 4 blades, Congress	1 00	each.
96 reams paper, foolscap, faint lined	4 00	per ream.
3½ reams paper, letter, faint lined	3 50	per ream.
6 reams paper, envelope	6 50	per ream.
360 quires paper, log	60	per quire.
22 quires paper, blotting	50	per quire.
140 sheets paper, drawing, double elephant, hot pressed	40	per sheet.
24 gross pens, steel, Levy's commercial	1 25	per gross.
144 dozen penholders	30	per dozen.
24 pounce-boxes and pounce, ivory	50	each.
57 dozen pencils, lead, Faber's best black	45	per dozen.
1,700 pencils, slate, best white	30	per 100.
156 pencils, camel's hair	03	each.

4,600 quills	$9 00	per 1000
19 rulers, parallel, ebony, 24 inches	88	each.
5 rulers, flat ebony	40	each.
50 sand-boxes, hard wood	15	each.
21 scales, Gunter's	38	each.
111 papers sand, black, ½ pints	05	each.
42 slates, single log, hard wood frames	1 50	each.
21 slates, double log, hard wood frames	30	each.
9 slates, porcelain framed, 8 by 10 inches	1 00	each.
5 pounds sealing-wax	1 50	per pound.
39 pieces silk taste	20	each.
293 pieces tape, red	05	each.
1 wafer seal, per sample	1 50	each.
17 pounds American wafers	50	per pound.

To be delivered as required.

CHARLES M. GHRISKEY, Philadelphia. Date of contract, July 21, 1863.

Class No. 23, hardware.

250 awls, handled, shoemaker's	$0 05	each.
25 axes, junk	1 25	each.
10 dozen buttons, brass plate	60	per dozen.
30 gross buttons, japanned, for furniture	75	per gross.
4 dozen bolts, brass flush bolts, ½ by 3 inches	1 00	per dozen.
4 dozen casters, sofa, brass, extra heavy	7 00	per dozen.
2 dozen casters, socket, 2 inches	6 00	per dozen.
24 pairs dividers	33⅓	per pair.
3 dozen escutcheons, brass plate, assorted	1 00	per dozen.
24 dozen escutcheons, brass thread, assorted	05	per dozen.
3 pounds escutcheon pins, assorted	75	per pound.
20 files, handsaw	12	each,
20 hatchets, best quality	60	each.
26 hammers, claw	40	each.
2 hammers, shoemaker's	40	each.
2 dozen brass hooks and eyes, flush	1 00	per dozen.
4 dozen pairs brass hinges, table	37½	per pair.
84 pairs hinges and fastenings, brass, complete, for secretaries	60	per pair.
12 dozen hasps, iron joint, 8 inches	2 00	per dozen.
2 dozen pairs hinges, iron, table	60	per dozen.
2 dozen pairs hinges, chest, iron, 6 to 16 inches	3 00	per dozen.
400 feet jack chain, from Nos. 9 to 12	05	per foot.
25 knives, shoemaker's	10	each.
72 knives, sailmaker's	25	each.
3 dozen screw-knobs, brass, assorted	20	per dozen.
4 dozen screw-knobs, porcelain, assorted	50	per dozen.
24 dozen screw-knobs, walnut, assorted	15	per dozen.
24 dozen screw-knobs, mahogany, assorted	15	per dozen.
800 needles, sail	05	each.
24 metallic measuring-lines, 100 feet	7 00	each.
12 pairs pincers, shoemaker's	25	per pair.
20 pairs pincers	25	per pair.
10 pickaxes and grubbing-hoes, combined	1 50	each.
20 rules, boxwood, 2 feet	30	each.
4 dozen rings, brass, screw, 1 inch	25	per dozen.
6 dozen rings, brass, flush, 2 inch	2 50	per dozen.
1 dozen rollers, drawer, iron	25	per dozen.
50 platina points	1 00	each.
12 dozen sofa springs, galvanized	1 00	per dozen.
24 shovels, best cast steel	1 10	each.
20 spades, best	1 25	each.
2 sandstones, shoemaker's	10	each.
36 sail-prickers	50	each.
24 sailmaker's brass squares	1 50	each.
24 pairs scissors	50	each.

20 papers tacks, copper	$0	55	per paper.
50 papers tacks, copper, cut ½ to 1¼ inch		55	per paper.
500 papers tacks, iron cut, 3 to 18 ounces		06	per paper.
25 papers tacks, iron gimp, assorted		05	per paper.

To be delivered as required.

C. W. SCHOFIELD, New York. Date of contract, July 22, 1863.

Class No. 24, ship chandlery.

600 brooms, corn, best	$0	20	each.
500 brooms, hickory, best		20	each.
8 pounds bristles	10	00	per pound.
1,000 pounds beeswax		50	per pound.
12 hanks cane, medium		50	per hank.
6 hanks cane, border		50	per hank.
400 pounds glue, best		30	per pound.
600 hooks, fishing, assorted		02	each.
750 pounds curled hair, best		50	per pound.
500 pounds curled hair, white, best		60	per pound.
300 lines, fishing, assorted, 240 feet each		50	each.
120 dozen lamp-wick, wove		25	per dozen.
500 needles, seaming	1	50	per 100.
50 needles, 10-thread	3	00	per 100.
42 pumps, copper	6	00	each.
18 pumps, wood		75	each.
300 palms, seaming		75	each.
38 silver calls	3	50	each.
38 trumpets, hand		70	each.
20 pounds cotton wick, ball	1	00	per pound.
20 pounds cotton waste		50	per pound.
140 pounds lamp-wick yarn	1	00	per pound.
15 gross lamp-wick, wove	3	00	per gross.
100 lamp chimneys		10	each.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

Class No. 27, dry goods.

150 yards cloth, enamelled, black, 50 inches wide	$0	80	per yard.
50 yards cloth, enamelled, black, 48 inches wide		75	per yard.
200 yards cloth, linen hair, 16 to 34 inches wide	1	50	per yard.
60 yards cloth, black broad	3	00	per yard.
70 yards green baize	1	00	per yard.
10 pieces girting	1	00	each.
432 yards gimp, black		20	per yard.
316 yards muslin, white unbleached, ⅞ yard wide		30	per yard.
100 yards muslin, white bleached, ⅞ yard wide		30	per yard.
100 yards muslin, black twilled, ⅞ yard wide		35	per yard.
4 gross tufts, black	1	50	per gross.
24 pounds thread, assorted	1	00	per pound.
5 pounds thread, black	1	00	per pound.
30 pounds thread, shoe	1	25	per pound.

To be delivered as required.

ROBERT MCNEILL, Philadelphia. Date of contract, July 29, 1863.

Class No. 29, firewood.

100 cords oak firewood	$7	00	per cord.
40 cords pine firewood	7	00	per cord.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 31, tar oil and neat's foot oil.

600 gallons tar oil	$0 53	per gallon.
8 gallons neat's-foot oil	80	per gallon.

To be delivered as required.

Contracts for materials required at the United States navy yard, Washington, D. C, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1864.

WM. BRAND, New York. Date of contract, July 14, 1863.

Class No. 1, flax canvas and twine.

150 bolts No. 1 flax canvas	$29 10	per bolt.
250 bolts No. 2 flax canvas	27 10	per bolt.
250 bolts No. 3 flax canvas	24 50	per bolt.
400 bolts No. 4 flax canvas	22 60	per bolt.
350 bolts No. 5 flax canvas	20 35	per bolt.
350 bolts No. 6 flax canvas	20 10	per bolt.
375 bolts No. 7 flax canvas	18 15	per bolt.
400 bolts No. 8 flax canvas	16 45	per bolt.
300 bolts heavy ravens duck	16 75	per bolt.
500 bolts light ravens duck	12 75	per bolt.
300 bolts bag stuff	35 00	per bolt.
400 bolts hammock stuff	47 75	per bolt.
1,500 pounds twine, fine flax	67	per pound.
100 pounds twine, hemp wrapping	55	per pound.
2,000 pounds twine, best whipping, per sample	70	per pound.
100 pounds twine, mattress	60	per pound.

To be delivered as required.

C. B. DE LA VERGNE, President, New York. Date of contract, July 24, 1863.

Class No. 5, sperm oil.

12,000 gallons best winter-strained sperm oil	$1 69	per gallon.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 7, cooking utensils.

6 dozen boxes, dredging	$0 90	per dozen.
6 dozen boxes, salt	45	per dozen.
6 dozen boxes, pepper	25	per dozen.
3 dozen boilers, coffee, to fit the various sizes of cooking stoves, as ordered	7 50	per dozen.
6 sets covers, block tin, dish	16 00	per set.
3 dozen colanders, tin	3 50	per dozen.
6 dozen flesh forks, or tormentors	4 00	per dozen.
12 dozen griddles, to fit each size cook stove	4 00	per dozen.
12 dozen gridirons, to fit each size cook stove	4 00	per dozen.
12 copper kettles, tea, four quarts	2 50	each.
12 copper kettles, tea, eight quarts	3 00	each.
24 iron kettles, tea, tinned	1 50	each.
24 iron kettles, fish, enamelled	3 00	each.
6 dozen kettles, mess	9 00	per dozen.
6 dozen knives, large size	6 00	per dozen.
6 dozen knives, chopping, for cooks' use	4 00	per dozen.
12 dozen ladles, iron, assorted, for cooks' use	4 00	per dozen.
3 dozen mills, patent, coffee and spice, for cooks' use	7 50	per dozen.
6 dozen pans, iron, bake, assorted sizes, to fit cooking stoves, as ordered	4 00	per dozen.

6 dozen pans, mess, large size	$4 00	per dozen.
6 dozen pans, duff, large size	9 00	per dozen.
6 dozen pans, frying, short-handled, wrought-iron	4 00	per dozen.
3 dozen pans, frying, long-handled, wrought-iron	9 00	per dozen.
10 dozen pans, sauce, iron, tinned, assorted sizes	9 00	per dozen.
10 dozen pans, sauce, iron, enamelled, assorted sizes	9 00	per dozen.
4 dozen pans, stew, iron, tinned, assorted sizes	6 00	per dozen.
70 pots, iron, to fit cooking stoves, as ordered	1 25	each.
35 shovels, iron, fire, for stoves, as ordered	50	each.
6 dozen saws, meat, steel, stiff backs	7 50	per dozen.
6 dozen sieves, brass, assorted, for cooks' use	4 00	per dozen.
6 dozen skimmers, brass, assorted, for cooks' use	1 75	per dozen.
12 dozen spoons, long-handled, iron, for cooks' use	2 00	per dozen.
35 pairs tongs, iron, for galleys	50	each.
36 trays, wood, chopping, for cooks' use	50	each.
35 round waffle-irons, to fit cooking stoves, as ordered	50	each.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 8, cooking and other stoves.

5 large-size "Roger Williams" cook stoves	$50 00	each.
10 No. 10 cook stoves, with utensils complete	40 00	each.
15 No. 8 cook stoves, with utensils complete	30 00	each.
5 No. 6 cook stoves, with utensils complete	25 00	each.
5 12-inch cylinder heating stoves	7 50	each.
15 10-inch cylinder heating stoves	6 50	each.
12 8-inch cylinder heating stoves	5 50	each.
35 sets of grates, and soapstone linings to fit above cook stoves, for repairs of same	2 00	per set.
35 cross-bars to fit cook stoves, for repairs	25	each.
6 dozen coal-hods	9 00	per dozen.
48 pieces soapstone linings for stoves, 30 inches by 12, and 1½ inch thick	50	each.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 10, leather.

100 sides of pump leather, each side not less than 30 pounds, (3,000 pounds)	$0 48	per pound.
50 sides of bellows leather, each side not less than 8 pounds, (400 pounds)	60	per pound.
100 sides rigging leather, each side not less than 10 pounds, (1,000 pounds)	55	per pound.
24 deacon skins	1 50	per skin.
24 buff leather skins	2 00	per skin.
24 chamois skins	50	per skin.
1,500 pounds best quality hose leather, dressed, ready for use	65	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 11, leather and gum hose.

1,000 feet of 2½-inch leather leading hose, 40 sections of 25 feet each	$0 98	per foot.
108 feet of 3-inch leather suction hose, made on brass wire, 9 sections of 12 feet each	4 50	per foot.
72 feet of 3-inch leather suction hose, made on brass wire, 12 sections of 6 feet each	4 00	per foot.
40 pairs brass couplings, fitted to above 2½-inch leading hose, to match the standard thread of this yard	3 00	per pair.
21 pairs brass couplings, fitted to above 3-inch suction hose, to match the standard thread of this yard	6 00	per pair.

40 copper or brass hose pipes, with three different sized nozzles each, (one pipe for each section of leading hose)	$9 00	each.
All the foregoing leather hose to be of the best quality, copper-riveted, with couplings properly and securely fastened.		
250 pounds copper hose rivets and burrs, for repairs, &c., of leather hose	70	per pound.
500 feet 3-ply gum hose, 1¾ inch	35	per foot.
500 feet 3-ply gum hose, 2 inches	50	per foot.
500 feet 3-ply gum hose, 2½ inches	70	per foot.
Twenty sections of each size, 25-feet lengths.		
60 pairs of brass couplings, properly fitted to each section of above gum hose	1 25	per pair.
10 copper or brass hose pipes, (with two different sized nozzles each,) for each size of above gum hose, 30 pipes in all	2 50	each.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 13, lanterns and lamps.

240 masthead signal lanterns, with white "Fresnel" lens	$6 00	each.
120 masthead signal lanterns, with red "Fresnel" lens	6 00	each.
120 masthead signal lanterns, with green "Fresnel" lens	6 00	each.
All the foregoing signal lanterns to be "Porter's," or equal, as described on page 28 of "Porter's" descriptive catalogue.		
36 berth-deck lanterns, brass, as described on page 30 of "Porter's" descriptive catalogue	4 25	each.
24 double thick glass globe lanterns, not less than 12 inches in diameter, as described on page 33 of "Porter's" descriptive catalogue	4 25	each.
12 dozen bracket solar lamps, two sizes, as ordered	30 00	per dozen.
12 dozen bracket coal-oil lamps, two sizes, as ordered	36 00	per dozen.
6 dozen swing coal-oil lamps, two sizes, as ordered	72 00	per dozen.
6 dozen swing solar lamps, two sizes, as ordered	75 00	per dozen.
The swing, coal-oil, and solar lamps to be gilt, brass frames, for cabin use; both bracket and swing lamps to be "Porter's," or equal, as described on page 56 of "Porter's" price list.		
One globe, chimney, wick-fitter, and one dozen wicks to be furnished with each of the foregoing bracket and swing, solar, and coal-oil lamps.		
36 dozen glass globes	6 00	per dozen.
36 dozen lamp chimneys	1 00	per dozen.
36 gross lamp-wick	1 75	per gross.
The globes, chimneys, and wicks to fit the foregoing solar and coal-oil lamps.		
12 sets "Fresnel" starboard and port lights, red and green, 21 inches high, outside diameter at back 9 inches, "Porter's," or equal, as described on page 26 of "Porter's" descriptive catalogue	40 00	per set.
12 sets starboard and port lights, red and green, two (2) bulls-eyes of 7 inches diameter, "Porter's," or equal, as described on page 24 of "Porter's" descriptive catalogue	10 00	per set.
12 lanterns, steamship's foremast, white, bulls-eye or lens pattern, with three bulls-eyes or glass, 9 inches diameter in front, and 7 inches diameter at sides, with door at back, and large lamp inside with three separate burners, and a reflector for each burner, "Porter's," or equal, as described on page 32 of "Porter's" descriptive catalogue	18 00	each.
12 sets admiralty or starboard and port "Fresnel" lights, red and green, strongly made of brass, circular form, properly guarded, "Porter's," or equal, as described on page 29 of "Porter's" descriptive catalogue	36 00	per set.
4 dozen cut globe brass lanterns, No. 1, spring bottom, "Porter's," or equal, as described on page 34 of "Porter's" descriptive catalogue	24 00	per dozen.

12 ships' cabin lamps, English pattern, neatly finished, brass, for *oil*, "Porter's," or equal, as described on page 32 of "Porter's" descriptive catalogue	$5 00	each.
24 half-round binnacle lamps, copper or brass, for *oil*, flint glass, 4½ by 6 inches, made with flange at sides, to slide over the hole in the binnacle box, "Porter's," or equal, as described on page 31 of "Porter's" descriptive catalogue	4 00	each.
36 lower deck lamps, properly guarded, plated reflectors, 10 inches; front, glass 11 by 13½ inches; sides, 7 by 13½ inches; 21 inches high outside, "Porter's," or equal, as described on page 30 of "Porter's" descriptive catalogue	9 00	each.
36 dozen dark lanterns, "Porter's," or equal, as described on page 100 of "Porter's" descriptive catalogue	9 00	per dozen.
40 dozen brass frame globe lanterns, (size No. 1, 8 inches) spring bottom, "Porter's," or equal, as described on page 35 of Porter's descriptive catalogue	18 00	per dozen.
40 dozen egg hand lanterns, assorted sizes, Nos. 1½ and 2, brass mounted, neatly finished, ring handled, "Porter's," or equal, as described on page 13 of Porter's descriptive catalogue	20 00	per dozen.
24 dozen hand lamps, brass, per sample	5 00	per dozen.
12 dozen candlesticks, brass, per sample	3 00	per dozen.
12 dozen socket lamps, brass, per sample, to fit candlesticks	3 75	per dozen.
24 dozen burners or tubes, with chimney and globe holder, for coal-oil lamps, assorted sizes, as ordered	3 00	per dozen.
12 dozen lamp-trimmers	5 00	per dozen.
6 dozen lamp shades, paper, for cabin lamps	1 50	per dozen.
150 lights green glass, 10 by 14	50	each.
150 lights blue glass, 10 by 14	60	each.
150 lights red glass, 10 by 14	70	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 15, tar.

50 barrels thin tar, each containing not less than thirty gallons	$9 60	per barrel.
30 barrels coal tar, each containing not less than thirty gallons	3 75	per barrel.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 18, soap and tallow.

6,000 pounds first quality, hard brown soap in boxes	$0 08	per pound.
250 pounds castile soap, in boxes	20	per pound.
2,500 pounds pure beef tallow, in barrels	12	per pound.

To be delivered as required.

EPHRAIM WHEELER, Washington. Date of contract, July 17, 1863.

Class No. 20, brushes and brooms.

10 pounds bristles, first quality, Russian	$8 00	per pound.
25 dozen brushes, hand dusting, best quality, white bristles, assorted	4 00	per dozen.
50 dozen brushes, double, hand-dusting, best quality, white bristles, assorted	7 50	per dozen.
12 dozen brushes, lamp chimney	75	per dozen.
50 dozen brushes, long-handled, scrubbing, clamp	4 50	per dozen.
100 dozen brushes, hand scrubbing	2 00	per dozen.
4 dozen brushes, sweeping, or floor, long-handled	12 00	per dozen.
6 dozen brushes, stove-cleaning	3 00	per dozen.
100 dozen brushes, ten (10) knot, whitewash	6 00	per dozen.
300 dozen brooms, corn, best quality	3 00	per dozen.
150 dozen brooms, hickory, best quality	2 50	per dozen.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

Class No. 22, stationery.

6 reams bills, blank, station, as per sample	$3	00	per ream.
1 dozen binders, file, (India-rubber)	10	00	per dozen.
36 dozen books, memorandum, assorted	3	00	per dozen.
6 dozen books, blank requisition, two quires	12	00	per dozen.
24 dozen books, blank, ruled, two and three quires	10	50	per dozen.
12 dozen books, account, ruled, three and four quires	12	00	per dozen.
24 dozen books, expense, ruled, three quires	11	50	per dozen.
12 dozen books, receipt, ruled, three quires	11	50	per dozen.
12 dozen books, order, ruled, two, three, and four quires	12	00	per dozen.
24 dozen books, letter, ruled, two, three, and four quires	10	50	per dozen.
2 dozen books, letter file, as per sample	15	00	per dozen.
24 books, expenditure, as prescribed by the department	3	00	each.
24 sets books, ships' account, same as expenditure	3	00	per set.
3 dozen boxes, sand	1	00	per dozen.
2 dozen boxes, pounce	2	00	per dozen.
12 dozen boards, file	2	50	per dozen.
24 dozen water colors, best quality	2	00	per box.
4 rolls cloth, tracing, 24 yards long by 1 yard wide, best quality, say 96 yards	1	00	per yard.
12 dozen erasers, best quality	4	00	per dozen.
6,000 envelopes, white, official, best linen stock	9	00	per M.
6,000 envelopes, straw and yellow, official, assorted sizes	7	50	per M.
4,000 envelopes, straw and yellow, letter, assorted sizes	5	00	per M.
6,000 envelopes, best linen stock, white, letter, assorted sizes	5	00	per M.
6,000 envelopes, best linen stock, white, note, assorted sizes	4	00	per M.
1 gross fasteners, patent tin, for paper, per sample	5	00	per gross.
6 dozen folders, ivory, paper	5	00	per dozen.
2 pounds glue, lip	3	00	per pound.
12 pounds gum-arabic, best fine white, free of mixture		50	per pound.
6 gross holders, pen, best quality, gutta percha, &c	5	00	per gross.
24 dozen bottles ink, black, half pint	1	75	per dozen.
24 dozen bottles ink, black, pint	2	00	per dozen.
6 dozen bottles ink, half pint, red	2	50	per dozen.
24 dozen bottles ink, "Davids'" best carmine, small	2	00	per dozen.
12 dozen inkstands, hydrometer	6	00	per dozen.
3 dozen sticks India ink, best quality	3	00	per dozen.
2 dozen papers ink-powder, black	1	50	per dozen.
2 dozen boxes eyelets	7	50	per dozen.
2 dozen eyelet punches, hand	10	00	per dozen.
12 dozen mucilage, large bottles	2	00	per dozen.
12 dozen mucilage, small bottles	1	50	per dozen.
6 reams paper, patent, white and blue, blotting	10	00	per ream.
6 reams paper, common, red, blotting	6	00	per ream.
6 reams paper, envelope, yellow	6	50	per ream.
6 reams paper, log, white	10	00	per ream.
50 reams paper, best linen stock, white, foolscap, ruled	4	50	per ream.
75 reams paper, best linen stock, white, letter, ruled	4	00	per ream.
75 reams paper, best linen stock, white, note, ruled	3	00	per ream.
24 reams paper, regulation, ruled, white, per sample	6	75	per ream.
20 reams paper, wrapping, good quality, yellow	4	00	per ream.
200 sheets paper, double elephant, drawing		50	per sheet.
100 dozen pencils, Faber's, black lead, assorted numbers		45	per dozen.
12 dozen pencils, Faber's, carmine and blue	1	50	per dozen.
12 dozen pencils and leads, gutta percha, propelling	5	50	per dozen.
50 packages, best soft "Rutland" slate pencils, each package to contain 100	1	00	per package.
200 gross pens, steel, "Perry & Co.'s, London," or equal, gross boxes	1	00	per gross.
1 gross pencils, camel's hair, assorted sizes	2	50	per gross.
12 dozen penknives, best quality, four blade, Congress	10	00	per dozen.
1 gross pins or tacks, drawing, steel, blued	15	00	per gross.
1 pound pounce, in bottles	2	50	per pound.

5,000	quills, No. 80	$10 00	per M.
3	reams returns, monthly, per sample	5 00	per ream.
5	reams returns, weekly, per sample	5 00	per ream
24	dozen pieces rubber, prepared for erasing, best quality, not less than 2 by 3 inches	1 50	per dozen.
3	dozen rulers, parallel, assorted sizes	10 00	per dozen.
6	dozen rulers, rolling, assorted sizes	4 50	per dozen.
12	dozen rulers, round, gutta percha	6 00	per dozen.
12	dozen rulers, flat, gutta percha	6 00	per dozen.
3	dozen papers sand, black, one pound each	1 50	per dozen.
1	dozen scales, "Gunter's"	7 50	per dozen.
4	dozen seals, wafer	2 50	per dozen.
24	pounds sealing-wax, red, best quality	1 50	per pound.
3	dozen sharpeners, for lead pencils	6 00	per dozen.
12	dozen slates, double log	10 00	per dozen.
6	dozen slates, single log	5 00	per dozen.
12	dozen slates, porcelain	10 00	per dozen.
3	dozen shears, paper, best steel	9 00	per dozen.
24	dozen pieces tape, narrow, red	60	per dozen.
12	dozen bolts taste, or pieces of narrow red, white, and blue ribbon	1 50	per dozen.
6	pounds wafers, small red, in ¼-pound boxes	1 00	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 23, hardware.

3	dozen bells, table	$1 50	per dozen.
3	dozen gongs, table, 3 to 4 inches diameter	12 00	per dozen.
12	gongs, Chinese, per sample	9 00	each.
24	pairs grains	50	each.
24	harpoons	1 00	each.
12	shark-hooks, with chains, per sample	1 00	each.
5,000	fish-hooks, assorted sizes	5 00	per M.
12	dozen sail hooks, steel, swivels and plain	1 00	per dozen.
12	dozen sail knives, best quality	3 00	per dozen.
12	dozen shoe knives, best quality	1 25	per dozen.
24	dozen palms, sewing	5 50	per dozen.
12	dozen palms, roping	7 50	per dozen.
	The palms to be steel plates, leather and rawhide mounting.		
12	dozen prickers, sail, steel, handled	3 00	per dozen.
6	dozen scissors, steel, small size	3 00	per dozen.
12	dozen scissors, steel lamp, (double fulcrum)	6 00	per dozen.
12	dozen shovels, No. 3, steel, "Ames's," or equal	12 00	per dozen.
12	dozen shovels, scoop, steel, "Ames's," or equal	10 00	per dozen.
1	dozen pocket spring measuring tape-lines, 5 to 10 feet	3 00	per dozen.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 21, 1863.

Class No 24, ship chandlery.

700	pounds beeswax	$0 50	per pound.
50	calls, boatswain's, silver	4 50	each.
100	pounds chalk, red	03	per pound.
100	pounds crocus martis	30	per pound.
100	pounds emery, fine and coarse, assorted	30	per pound.
36	fenders, Manilla, hitched, cork, large size	2 50	per pound.
300	sheets horn, for lanterns, clear white, 8 by 4½ inches	20	per sheet.
1,000	pounds lamp-wick, yarn	45	per pound.
20	gross lamp-wick, wove, round and flat, assorted sizes, as ordered	2 00	per gross.
100	dozen lines, fish, assorted sizes	75	per dozen.
50	dozen lines, cod	2 00	per dozen.
75	dozen lines, chalk	2 50	per dozen.
5	gross matches, best quality	5 00	per gross.

12 dozen mats, cocoa, good quality	$12 00	per dozen.
6 dozen mats, cocoa, fine quality	18 00	per dozen.
72 sheets mica, 6 by 8 inches, best quality	20	per sheet.
2,000 sail needles, "Lolly's," flat seam	2 75	per 100.
2,000 sail needles, "Lolly's," old work	2 75	per 100.
2,000 sail needles, "Lolly's," tabling	2 75	per 100.
1,000 sail needles, "Lolly's," large bolt rope	2 75	per 100.
1,000 sail needles, "Lolly's," small bolt rope	2 75	per 100.
500 sail needles, "Lolly's," marlin	2 75	per 100.
24 dozen papers polish, British lustre, for stoves	75	per dozen.
24 dozen rolls or sticks stove polish	75	per dozen.
10 gross powders, "Tripoli"	1 50	per gross.
50 pounds pumice-stone, pulverized	50	per pound.
800 pounds potash, (two barrels)	09	per pound.
5 pounds sponge, fine "Turkey"	6 00	per pound.
24 thermometers, brass frames	2 00	each.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 25, copper wire.

500 pounds copper bell wire, assorted numbers	$0 48	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

Class No. 26, furniture.

32 dozen cane-seat arm chairs, best quality, oak	$24 00	per dozen.

To be delivered as required.

WM. S. MITCHELL, Washington. Date of contract, July 17, 1863.

Class No. 27, dry goods.

500 yards carpeting, Brussels, best quality	$1 75	per yard.
300 yards carpeting, ingrain, 3-ply, best quality	1 50	per yard.
20 yards brocatelle, best quality	9 00	per yard.
1,400 yards oil-cloth, best quality	1 20	per sq. yard.
75 yards hair-cloth, 30 inches, best quality	2 00	per yard.
30 yards cloth, green billiard, best quality	4 00	per yard.
150 yards baize, best fine, green	1 50	per yard.
100 yards cambric, black	18	per yard.
100 yards cotton, unbleached	40	per yard.
100 yards cotton, bleached	40	per yard.
200 yards damask, best quality	2 00	per yard.
100 yards velvet plush, best quality	3 00	per yard.
48 covers, table, all wool	8 50	each.
650 yards fearnought	3 00	per yard.
250 yards gimp	05	per yard.
100 papers pins, best quality, assorted sizes	10	per paper.
1 pound silk, black, sewing	6 00	per pound.
20 pounds shoe thread	1 75	per pound.
200 pounds curled hair, best quality, white	70	per pound.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 28, water-filters.

24 portable zinc water-filters, patent, or equal, best quality	$3 00	each.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 29, firewood.

100 cords best spruce pine, split wood	$6 00	per cord.
200 cords best oak, split wood	7 00	per cord.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 30, coal oil.

1,200 gallons refined kerosene, or coal oil, free from benzine, and otherwise perfectly non-explosive	$0 58	per gallon.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 31, whale, fish, tar, and neat's-foot oils.

350 gallons whale oil, refined and bleached	$1 03	per gallon.
300 gallons refined fish oil	1 00	per gallon.
360 gallons tar oil	52½	per gallon.
350 gallons neat's-foot oil	1 00	per gallon.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 32, galley and buoy iron.

15,000 pounds galley plate iron, as ordered	$0 06	per pound.
10,000 pounds galley bar iron, round, flat, and square, as ordered	06	per pound.
3,000 pounds buoy plate iron, 52 inches long and 27 inches wide, No. 13, wire gauge	06	per pound.
1,500 pounds buoy plate iron, 73 inches long and 19 inches wide, No. 14, wire gauge	06	per pound.
50 pounds iron rivets, ¼ inch diameter and ½ inch long inside of head	06	per pound.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 34, chain iron.

30,000 pounds chain links, from $\frac{9}{16}$ to 1 inch diameter, inclusive	$0 05½	per pound.
200,000 pounds chain iron, from $1\frac{1}{16}$ to $2\frac{1}{2}$ inches diameter, inclusive	05	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, Washington. Date of contract, July 28, 1863.

Class No. 35, pig iron.

50 tons pig iron, No. 1, "American" charcoal, the ton to be of 2,240 pounds	$42 00	per ton.

To be delivered as required.

LEWIS BUCKMAN, New York. Date of contract, June 11, 1863.

30,000 tons anthracite coal, to be delivered at New York	$6 98	per ton.

JOEL H. ROTHERMEL, Philadelphia. Date of contract, June 12, 1863.

100,000 tons anthracite coal, to be delivered at Philadelphia	$6 22	per ton.

No. 4.

ANNUAL REPORT AND ESTIMATES FROM THE BUREAU OF NAVIGATION.

Abstract of the annual report from the Bureau of Navigation, dated October 20, 1863.

Introductory remarks.
Naval Academy.
Naval Observatory.
Nautical Almanac.
Compasses and local deviations, compass stations, and compass connexions.
Navy signals.

BUREAU OF NAVIGATION, *October* 20, 1863.

SIR: On the 30th ultimo I had the honor to submit for your approval one set of the estimates from this bureau for the fiscal year ending June 30, 1863. I now beg to present a duplicate set of those estimates, accompanied by this, my annual report for the past year. I transmit also an abstract of the offers received, and a list of the contracts made, for furnishing supplies under the cognizance of the bureau during the fiscal year.

This bureau was created by an act of Congress, approved July 5, 1862. Its organization, however, was not begun until late in the year, and it cannot be said to have expanded yet to the utmost limits of its capacity, or to have attained the full measure of its usefulness.

The several reports of the superintendents of the Naval Academy, the Naval Observatory, and the Nautical Almanac, will explain the condition of those institutions, and in the cases of the two latter, the progress of their work.

THE NAVAL ACADEMY.

The Naval Academy has engaged so much of your personal attention and interest that I cannot add to your information on the subject. It is not worth while for me to mention here those plans for its advancement, and for adding to its utility, which you have under consideration and discussion. I will venture to observe, however, that I think the institution is exposed to the greatest dangers in its present situation, and that it is desirable that it should be removed as soon as possible to a place where it can be enclosed and effectually severed from the temptations of a city.

NAVAL OBSERVATORY.

In order to increase the work at the observatory without adding to the number of the observers, and to embrace some special objects, I have, with your consent, authorized the superintendent to add a meridian circle of suitable dimensions to the present instruments, for some of the advantages of which I refer you to his report. The severest test of the accuracy of the lunar tables is to be found in the comparison of the observations of occultations. The meridian observation of the moon has only about one-tenth of the accuracy of the occultation. Reciprocally, the occultations afford the most precise means for the correction of those elements of the lunar tables which must depend upon observation.

The Pleiades are pre-eminently adapted to this investigation, because they are so many stars of a good size, and at the right distance apart. Bessel, accordingly, made an admirable triangulation of them with his great heliometer about the year

1840, in the midst of the last period but one of their series of occultations. These series occur every nineteen years, and last for about five years. A series has just terminated which has been most carefully observed under the direction of the superintendent of the Coast Survey, and will be used for the determination of the longitude of America from Europe. The full discussion of this series alone, if it is compared with a new triangulation of the Pleiades, will give a superior determination of the lunar elements. The Holland Society of Sciences, at Harlem, has therefore proposed as a prize question for the 1st of January, 1865, "to determine, as exactly as possible, the errors of Hansen's lunar tables, by the occultations of the Pleiades, observed during the last revolution of the node of the lunar orbit." But the combination of this investigation with that of 1840, and even with that of the previous series of 1821, will give results that will defy competition. But of all the present elements of the lunar theory there is none so important, and yet so uncertain, as the co-efficient of the parallactic equation. From Hansen's and Airy's discussions of the meridian observations of the moon, this co-efficient seems to receive an increase from the older value, which corresponds to Bessel's value of the solar parallax. The increase adopted by Hansen corresponds to the increase which is required, if Foucault's recent determination of the velocity of light is to be received. The parallactic co-efficient is at its positive and negative maxima at the first and last quarters of the moon. The occultations observed at these times are, therefore, peculiarly adapted for its determination. If the same star is observed at each quarter, the place of the star will be eliminated from the computation, and require to be known within a very moderate approximation. To obtain stars enough to insure the success of the method, it will be necessary to observe those which are as small as the tenth and eleventh magnitudes. I propose to employ the equatorial of the observatory, which is presumed to be adequate to this service, in these observations for the further improvement of the American lunar tables by Professor Pierce, who is unremittingly employed in promoting this improvement by a comparison of his own with Hansen's formulas.

There is, however, a more important object. Since the value of the co-efficient of the parallactic equation is proportional to the solar parallax, we might, by means of these observations, reciprocally find a correction for the fundamental metrical base of the solar system.

An observatory as well provided with instruments and observers as this, and having a national foundation, ought, by independent labors and by hearty co-operation with others, to perform work commensurate in amount and value with its resources and its character.

THE NAUTICAL ALMANAC.

The means and facilities for carrying on the work of the Astronomical Ephemeris and Nautical Almanac are constantly improved. I have already referred to the investigations having for their object a nicer accuracy in the lunar tables.

We have not lost sight of the revision of the elements and masses of the larger planets with a view to new tables.

Professor Winlock's tables of Mercury are printed, and will soon be published.

I have in view a continuation of the "Tabulæ Regiomontanæ."

The tables of Eunomia are completed; and a catalogue of the zodiacal stars contained in the occultations list is in press.

My attention has been called to a new calculating machine, the Arithmometer, invented by M. Thomas de Colmar, which, if all that is said of it by M. Hirn, in his Annales du génie civil, is just, must find its place not only in the study of the man of science, but in the counting-room of the merchant. I shall make myself acquainted with its merits, and employ it as a great labor-saving machine in the office of the Nautical Almanac, if justified in so doing.

COMPASSES AND LOCAL DEVIATION, COMPASS STATIONS, AND COMPASS CORRECTIONS.

In the estimate for this bureau of last year I asked for a small sum to defray the expenses of a commission for making experiments for the correction of local attraction in vessels built partly or wholly of iron. The appropriation having been made, the department, at my request, invited Professor A. D. Bache, superintendent of the Coast Survey, Professor Joseph Henry, secretary of the Smithsonian Institution, and Professor Wolcott Gibbs, then of New York, and now professor at Harvard University, in Cambridge, to form the commission in question. The whole subject was subsequently referred to the National Academy of Sciences, and I joined the commission.

A formal report of the action of the commission will be made to the academy at the next meeting, in January, a copy of which will be forwarded to the department. I will anticipate this report no further than to say that the commission has been both industrious and successful, and the final result of its labors will be, I hope, some very simple methods of proceeding in the placing and correction of compasses on board of all ships-of-war.

When I came into the bureau no one of the iron-clads was furnished with a compass possessing any merit or reliability whatever. But now, owing to the invention of Mr. E. S. Ritchie, of Boston, we are able to put a compass on board a vessel of the Monitor class which is as sensitive, as little controlled by local attraction, and as trustworthy, as on board a man-of-war built of wood. These new compasses have already been tried and favorably reported upon by Captain B. F. Sands and by Lieutenant Commander E. Simpson, both officers of good judgment. They are not liable to injury from the firing of the heavy guns in the turrets. They will be used as the standard compasses of the iron-clads.

But in order to go to sea in safety it is absolutely indispensable that every vessel should have her compasses tested in the ordinary way, by swinging the ship and registering the local deviations on every point of bearing. Compass stations have been laid down in Boston, New York, Philadelphia, and Hampton Roads, for this purpose. Suitable objects have been selected, and charts of these stations have been prepared, with the bearings of these objects laid down on them. Every facility now exists for performing this operation; and the security of life and property imperatively demands that no vessel should be permitted to leave port without a complete magnetic register.

When it has been thought expedient to apply a correction to the compass by the use of bar magnets or soft iron, it has been done under the direction of the compass committee of the academy, or of this bureau, and Mr. A. D. Frye has been employed as the experimentalist.

NAVY SIGNALS.

The subject of navy signals is acquiring additional importance with the active operations of rapidly enlarging squadrons. Measures have been adopted, with your approval, the details of which have been submitted to you in special reports, for materially improving the navy signals in facility, efficiency, and general usefulness, involving the preparation of new and enlarged editions of the naval signal-book and telegraphic dictionary. These are nearly ready fort he printer.

The reports of the superintendents of the Naval Academy, Naval Observatory, and Nautical Almanac office, will be found in the appendix to this report.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,
Chief of the Bureau.

Hon. GIDEON WELLES, *Secretary of the Navy.*

NAVIGATION—A.

The appendix to the report of the Chief of the Bureau of Navigation, dated October 20, 1863, comprises the following papers:

NAVIGATION, B.—Estimate for the support of the bureau.

NAVIGATION, No. 1.—Estimate for pay of navigation officers on duty at yards and stations.

NAVIGATION, No. 2.—Estimate for navigation, navigation apparatus, and supplies.

NAVIGATION, No. 3.—Estimate for contingent expenses.

NAVIGATION, No. 4.—Report of superintendent and estimate for the support of the Naval Academy.

NAVIGATION, No. 5.—Report of superintendent and estimate for the support of the Naval Observatory.

NAVIGATION, No. 6.—Report of superintendent, and estimate for the Nautical Almanac.

NAVIGATION, No. 7.—General estimate from the Bureau of Navigation.

NAVIGATION, No. 8.—Estimate of appropriations under the cognizance of the Bureau of Navigation required for the fiscal year ending June 30, 1865.

NAVIGATION, No. 9.—Abstract of offers for supplies for the fiscal year ending June 30, 1864.

NAVIGATION, No. 10.—List of contracts made by the Bureau of Navigation for the fiscal year ending June 30, 1864.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1865.

SALARIES.

For salary of chief of bureau, per act of July 16, 1862, (Statutes at Large, edition in pamphlet, chapter CLXXXIII, section 15, page 586)	$4,000
For salary of chief clerk, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	1,800
For salaries of two clerks, one of the first class—the other of the second class—per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	2,600
For salary of messenger, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	840
For wages of laborer, per act of February 25, 1863, (Statutes at Large, edition in pamphlet, chapter LIX, section 2, page 695)	600
	9,800
Appropriated for year ending June 30, 1864,	9,340

CONTINGENT EXPENSES.

For stationery, blank books, binding, and miscellaneous items	$800
Appropriated for year ending June 30, 1864	609

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 1.

Estimate of pay required for officers proposed to be employed on navigation duty, for the year ending June 30, 1865.

For navigation officers at the New York and Boston navy yards, viz:	
Two commanders, at $2,240	$4,480

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 2.

Estimate of the amount required for navigation, navigation apparatus and supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1865.

1. For compass stations, repairs, and care of same	$5,000
2. For services and materials for corrections of compasses on board vessels built wholly or partially of iron	7,500
3. For experiments, to be continued by commission, for correction of local attraction on vessels built wholly or partially of iron	1,500
4. For books for vessels-of-war, for naval stations, and for bureau.	12,000
5. For binnacles, binnacle lamps and alidades	15,000
6. For bunting, muslin and sewing materials for ensigns, pennants, jacks, distinctive flags and marks, signal flags, and for foreign flags, and for making flags of all kinds	35,000
7. For navy signals other than signal flags, viz: signal lights and apparatus, drawing and engraving, books, materials and labor.	25,000
8. For logs, log-lines, log-reels, log-slates, log-paper, log-books, and sand-glasses, leads, lead-reels, and lead-lines, hand, coasting and deep-sea; armings for leads, and sounding cups	15,000
9. For tables of navigation and engraving charts	5,000
10. For preparation of a manual of scientific discovery for the use of the United States navy	5,000
Total	126,000
Appropriated for year ending June 30, 1864	149,000

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 3.

Estimate of the amount required for incidental expenditures or contingent for the fiscal year ending June 30, 1865.

For freight and transportation of navigation materials, instruments, books, and stores; for postage on public letters; for telegraphing on public business; for advertising for proposals; for packing-boxes and material; for blank books, forms, and stationery at navigation offices; for maps, charts, drawings, and models; and for incidental expenses not applicable to any other appropriation	$1,500
Appropriated for year ending June 30, 1864	1,000

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 4.

NAVAL ACADEMY,
Newport, Rhode Island, September 21, 1863.

SIR: I transmit herewith estimates for the Naval Academy for the fiscal year ending June 30, 1865.

In conformity with your directions of the 15th ultimo, I have caused a separation of all items of civil expenditures from the pay of the navy to be made, and submit an estimate for the pay of the civil professors, assistant professors, and others, heretofore included in the estimate for pay of the navy.

An increase of two hundred dollars per annum is recommended for the sword master, and eight hundred dollars per annum is estimated for the pay of the assistant sword master. An additional attendant at $1 50 per day is recommended for duty at the steam-heating works, and also a small increase to the general laborer and foreman of the same works. These men are honest, industrious and faithful, and their duty is very laborious, both by day and by night.

The contingent expenses of the academy exceed those of former years, owing to its very large increase in the number of students, its temporary location, rent of quarters for the accommodation of the academy, and the very high prices of materials generally, materials for heating and lighting the academy and school ships, for repairs of all kinds, and for incidental expenses, labor, &c.

I am, sir, very respectfully, your obedient servant,

G. S. BLAKE,
Commodore, and Superintendent Naval Academy.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,
Chief of the Bureau of Navigation,
Navy Department, Washington, D. C.

Estimate of the amount required for the pay of commissioned, warrant, and petty officers, and seamen, proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1865, *chargeable to the appropriation for pay of the navy.*

1 superintendent, (commodore)	$3,200 00
1 commandant of midshipmen, (commander)	2,240 00
15 assistants to the commandant of midshipmen to aid in instructing in seamanship, naval gunnery, naval tactics, infantry tactics and howitzer drill, and for police duties, (5 lieutenant commanders and 10 lieutenants)	24,375 00
1 professor of astronomy, navigation and surveying, (commissioned)	1,800 00
1 assistant professor of astronomy, navigation, &c., (lieutenant)	1,500 00
1 professor of mathematics, (commissioned)	1,800 00
2 assistant professors of mathematics, (commissioned professors)	3,600 00
1 professor of natural and experimental philosophy, (commissioned)	1,800 00

2 assistant professors of natural and experimental philosophy, (2d assistant engineers)	$2,000 00
1 professor of the French language, (commissioned)	1,800 00
1 surgeon	2,400 00
1 assistant surgeon	1,050 00
1 chaplain	1,500 00
3 chaplains, (acting assistant professors)	4,500 00
521 midshipmen as students, each $500	260,500 00
1 hospital steward	480 00
1 gunner's mate	372 00
1 quarter gunner	312 00
1 cockswain to attend to boats	288 00
1 cook for midshipmen's mess	216 00
2 seamen, one to assist gunner's mate, and the other to keep mechanics' time and attend to police duties	576 00
1 ordinary seaman to attend at hospital	193 00
	316,502 00

Estimate of the amount required for the pay of civil professors, assistant professors, and others proposed for duty at the United States Naval Academy, for the fiscal year ending July 30, 1865, chargeable to the appropriation for the support of the Naval Academy.

1 professor of ethics and English studies, (civil)	$1,800 00
1 professor of the Spanish language, (civil)	1,800 00
1 professor of drawing and draughting, (civil)	1,800 00
5 assistant professors of mathematics, (civil)	7,000 00
7 assistant professors of ethics and English studies, (civil)	9,800 00
2 assistant professsors of the French language, (civil)	2,800 00
1 assistant professor of the Spanish language, (civil)	1,400 00
1 assistant professor of drawing and draughting, (civil)	1,400 00
1 secretary	1,600 00
1 sword-master	1,200 00
1 assistant sword-master	800 00
1 assistant librarian	960 00
1 assistant treasurer to audit midshipmen's accounts	840 00
1 first clerk to the superintendent and academy	960 00
1 second clerk to the superintendent and academy	750 00
1 clerk to the commandant of midshipmen	750 00
1 commissary to subsist midshipmen, &c.	288 00
1 master of the band	312 00
8 musicians of the first class	2,016 00
7 musicians of the second class	1,512 00
1 drummer, 1 fifer } musicians of the first class	504 00
	40,292 00

This estimate has heretefore been included under the head of "Pay of the navy."

Pay of the navy	$316,502 00
Pay of civil professors and others, heretofore included in estimate for "pay of navy."	40,292 00
Total	356,794 00
Amount appropriated for the year ending June 30, 1864	335,069 00
Excess	21,725 00

Difference reconciled as follows:

Proposed increase under "Pay of the Navy."

1 lieutenant commander	$1,875 00
3 lieutenants	4,500 00
2 second assistant engineers, (acting assistant professors)	2,000 00
1 assistant surgeon	1,050 00
3 chaplains, (acting assistant professors)	4,500 00
18 additional midshipmen, at $500 each	9,000 00

Proposed increase under "Naval Academy."

Increase to sword-master		200 00
1 assistant professor of Spanish		1,400 00
1 assistant sword-master		800 00
		25,325 00
Deduct, under "pay of the navy," for less one commissioned professor of field artillery and infantry tactics	$1,800	
For less pay to surgeon	400	
Deduct, under "Naval Academy," for less one civil assistant professor of natural and experimental philosophy	1,400	
		3,600 00
Excess, as before		21,725 00

Estimate for the wages of watchmen and others for duty at the Naval Academy for the fiscal year ending June 30, 1865.

1 captain of the watch	$600 00
9 watchmen, at $1 33 per day	4,533 30
1 foreman, to attend at steam-heating works	1,100 00
4 attendants at steam-heating works, at $1 50 per day	2,190 00
2 attendants at steam-heating works, at $1 25 per day	912 50

1 mechanic at workshop, at $1 75 per day	$638 75
1 general laborer to keep public grounds in order, &c	600 00
1 laborer to assist, at $1 per day	365 00
1 messenger	312 00
3 attendants at recitation rooms, library, chapel, and offices, at $18 per month	648 00
10 laborers to keep in order and attend to midshipmen's quarters, and to public grounds, &c	1,640 00
Total	13,539 55

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1865.

For materials for heating and lighting the academy and school-ships Constitution and Santee	$12,000 00
For the purchase of books for the library	2,000 00
For stationery, blank books, maps, and models, and for printing and ruling forms of reports, &c., for the use of the academy and school-ships	2,500 00
For furniture and fixtures for public buildings	2,000 00
For the publication of the annual register of the Naval Academy	300 00
For expenses in the astronomical and philosophical departments	400 00
For rent of buildings for the Naval Academy; for the purchase of steam machinery, steam-pipe, and fixtures; for freight, cartage, and telegraphing; for water, and for the current expenses and repairs of all kinds, and for incidental labor, not applicable to any other appropriation	28,800 00
Total	48,000 00

RECAPITULATION.

Appropriation "Pay of the Navy,"		$316,502 00
Appropriation "Naval Academy"—		
Pay of professors and others	$40,292 00	
Pay of watchmen and others	13,539 55	
Contingent expenses	48,000 00	
		101,831 55
		418,333 55

Respectfully submitted:

G. S. BLAKE,
Commodore, and Superintendent Naval Academy.

NAVAL ACADEMY, *Newport, R. I., September* 18

NAVAL ACADEMY,
Newport, Rhode Island, September 21, 1863.

SIR: In conformity with the directions of the bureau of the 15th ultimo, I transmit herewith an estimate for deficiencies under the head of contingent expenses of the Naval Academy for the fiscal year ending June 30, 1864.

I am, sir, very respectfully, your obedient servant,

G. S. BLAKE,
Commodore, and Superintendent Naval Academy.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,
Chief of the Bureau of Navigation,
Navy Department, Washington, D. C.

Estimate for deficiencies under the head of "contingent expenses" for the fiscal year ending June 30, 1864, *chargeable to the appropriation for the Naval Academy.*

For rent of buildings for the Naval Academy; for materials for heating and lighting the academy and school-ships; for the purchase of stationery, blank books, maps and models; for ruling and printing blank forms, &c.; for the purchase of steam machinery, steam pipe, fittings, &c.; and for current expenses and repairs of all kinds.....	$38,000 00

Respectfully submitted:

G. S. BLAKE,
Commodore, and Superintendent Naval Academy.

NAVAL ACADEMY, *September* 21, 1863.

Approved:

C. H. DAVIS, *Chief of Bureau.*

BUREAU OF NAVIGATION, *October* 20, 1863.

NAVIGATION, No. 5.

U. S. NAVAL OBSERVATORY AND HYDROGRAPHICAL OFFICE,
Washington, September 5, 1863.

SIR: In compliance with instructions from the bureau, dated 15th ultimo, I have the honor to submit estimates for the sums which will be required for the purchase of nautical instruments and charts, and for the support of the observatory, during the fiscal year which will end 30th June, 1865.

2. Within the fiscal year last closed, sixty-eight (68) vessels were supplied with complete outfits, and one hundred and two (102) other vessels received partial equipments to replace losses by casualties.

3. As the value of a complete outfit at present prices is $913, and the average cost of the partial equipments was $310, if it be assumed that the department will employ squadrons of equal numbers, the actual sum necessary to replace the instruments thus distributed will be $93,804. That sum it is my duty to ask for—the province of the department to increase or diminish, in accordance with the number of vessels which the government deems it proper to construct or repair.

4. At the commencement of the war, the navy relied wholly upon foreign workshops for certain classes of instruments, and not less than four-fifths of the appropriations annually made by Congress were remitted abroad in payment for chronometers, sextants, spy-glasses, azimuth, standard-steering and liquid compasses, barometers and thermometers.

5. That dependence no longer exists. Promptly responding to the propositions which were made to them, the workmen of our country brought the inventive ability for which they are renowned, to the several tasks assumed, and they have not only made most important improvements upon the specimens furnished for their guidance, but are now fully able to meet all demands from the navy with better instruments and at less cost than was paid for the imported ones.

6. The sums which have been named were paid exclusively for instruments, and do not include the amount expended for books and charts within the period specified. For these latter objects the aggregate sum was $7,238, a disproportion of expenditure between the two branches of nautical equipment due to the fact that the mass of charts distributed were obtained from the United States Coast Survey without cost, and the purchases of charts of foreign coasts were only such numbers of new and newly corrected ones as would enable the Observatory to be prepared against emergencies. The number of sheets of purchased charts distributed was 9,625, and of charts published by the United States Coast Survey 15,780. The earnest interest and promptness with which that establishment meets the constant heavy demands upon it for information, without which our blockade could not be maintained, cannot be too highly spoken of.

7. Only a sum equal to that expended during the last year for books and foreign charts is added to the estimate for the purchase of instruments, and the two make an aggregate of $101,042.

8. This sum is very largely in excess of that asked for the fiscal year ending 30th June, 1864. Then there was a large number of instruments on hand, left by my predecessor, which needed only slight repairs to fit them for service, and the appropriations made in the acts approved 17th April and 14th July, 1862, remained unexpended. The sum to the credit of these items, 1st September inst., was $37,499 98. As instruments are not purchased until it is certain that they will be required, and money is not drawn from the treasury until after their delivery, the interests of the government are protected to their fullest extent.

9. Should the number of vessels composing foreign squadrons be increased, a larger proportion of the appropriation will be expended for charts; but in such case, it is argued that the blockading fleets will not require so many vessels for their efficient service, and there will be no deficiency in the sums set apart for the purposes of navigation.

10. No change is made in the amount of the estimate under the head of contingent expenses and wages. The sum asked for is the same as was granted at the last session of Congress.

11. Whilst the duties of the Observatory in selecting, purchasing, and distributing instruments and charts for more than ten times the number of vessels ever equipped within a similar period of its existence have been greatly increased, and the number of its assistants has necessarily been decreased very largely, the bureau will learn with satisfaction that our scientific labors were never more extended or hopeful of good results.

12. The routine adopted in 1861 is unchanged. The sun, moon, planets, certain asteroids, and special stars, are regularly observed with the meridian instruments; the Equatorial is devoted to other selected asteroids, comets, and double stars; and the transit instrument in the prime vertical has been exclusively employed in observations of *a* Lyræ.

13. As the advanced state of astronomy renders a few good observations promptly published of greater value than a mass of carelessly made ones long

withheld, no efforts have been spared which will enable us to claim the highest accuracy for the results of this Observatory. This object is promoted, and the cause of science advanced, by the just pride which the assistants have in the labor of their choice, and by their cordial co-operation with one another.

14. The moon is regarded as the body to be most assiduously and carefully followed, and it is observed at every visible culmination, occasional Sundays when near the sun constituting the exceptions. For the benefit of geographical parties, pre-selected stars near its path are observed at the same transits, and all visible occultations are noted for a similar purpose. These results are furnished to observatories, permanent or temporary, whenever they are asked for.

15. The sun and larger planets are followed with like regularity, and the early-discovered asteroids have recently been added to the list. It is the duty of the Observatory to aid in perfecting the orbits of more of the later discoveries, but the optical capacity of its meridian instruments will not permit, and I invite your attention to this important defect, most respectfully soliciting permission to obtain a meridian circle of suitable dimensions. The cost of such an instrument, including the necessary piers, and alteration of the west wing for its accommodation, will not exceed six thousand dollars.

16. Apart from the greater power for usefulness which its greater dimensions would give to the Observatory, the same number of observers would be able to obtain double the present number of observations, because one observer, at the same instant, would measure both co-ordinates, now requiring two observers, with two instruments, whose vertical planes can scarcely ever be parallel. Now, the maximum of labor, without serious risk to vision and health, is limited to four hours. With the present number of assistants, a meridian circle might be employed all night, or at least during eight hours.

17. In order to perfect the zones observed during the time of my predecessor, in addition to the stars already referred to, it has been found necessary to re-observe a large number of them, to serve as zero points for the remainder; and I have deemed it of much interest to sidereal astronomy to verify the places of all visible objects in Lacaille's catalogue, which have never been recognized since his epoch.

18. About the period of the last opposition of Mars, and in accordance with an ephemeris which I had previously distributed to astronomers, a series of differential measures was made upon that planet, for the purpose of determining its parallax. The corresponding observations made at the Santiago Observatory have been received, and as soon as those arrive which were promised from the observatory at Williamstown, in New Holland, the results will be discussed.

19. The Mars' measures, two comets, seven asteroids, and a large number of double stars, have given full employment to the Equatorial. In preparing a working list of the last-named class of subjects, reference was had to the periods of time elapsed since their discovery, or last observation, and the probabilities of their physical connexion, as evidenced by the published records. In all cases a sufficient number of measures are made, both for position and distance, to constitute them most valuable data in any future investigations.

20. The annual parallax is the most interesting problem to which the transit instrument in the prime vertical can now be devoted, but the number of stars is limited which admit of continuous observation with it, and α Lyræ is the only bright one at moderate distance from the zenith of this Observatory. After the instrument was recovered from the destruction threatened by the neglect of my predecessor, observations of that star were commenced, and their results are not less remarkable evidences of its powers than as testimonials to their full comprehension and skilful manipulation of the observer. The series is not yet sufficiently extended for discussion.

21. Meteorological observations are made every third hour, day and night, and embrace records of the height of the barometer, several thermometers of different classes, the direction and force of the wind, the state of the sky, and

all phenomena of an atmospheric character. The preponderance of cloudy weather during the first half of the year has sensibly interfered with astronomical observations.

22. As the observatory routine does not permit the accumulation of unreduced observations, the manuscript volume for 1862 was completed and delivered to the public printer in March last, but, owing to the pressure upon him for the execution of work relating to military operations, less than half the volume has been printed. Prejudicial as is this delay to the credit of the Observatory, under the printing law there is no redress.

23. The ten years (1851–1860) of unreduced observations left by my predecessor are now ready for the printers, and the zones also would have been reduced but for the multitude of discordances which have rendered necessary the determination of zero stars, as already referred to. As the law of Congress provides for "completing" the work, and this necessarily involves its printing, and the government establishment cannot undertake to do so for the reason above stated, it is hoped that the honorable Secretary of the Navy will authorize the printing by other competent persons.

24. The annual volume will name the observers and their several duties. One of them, long identified with the establishment, has most unexpectedly been taken from us to a better world. To natural talents of fine order, he added high mental culture and great zeal and industry in the cause of astronomy. The Observatory has lost a most accomplished assistant, and its officers a cherished associate.

Very respectfully submitted, by your obedient servant,

J. M. GILLISS,
Captain, United States Navy, Superintendent.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,
Chief of the Bureau of Navigation,
Navy Department, Washington.

Estimate of the amount required for the pay of commissioned officers, proposed for duty at the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1865.

1 superintendent (captain)	$3,000 00
1 commander	2,240 00
5 professors of mathematics (commissioned)	9,000 00
Total	14,240 00
Appropriated for year ending June 30, 1864	11,700 00

Estimate of the amount required for the pay of assistant astronomer, clerk, and others, proposed for duty at the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1865, *and chargeable to appropriation for the support of the "Naval Observatory."*

1 assistant astronomer (civil)	$2,500 00
1 clerk	1,500 00
4 aids (civil)	4,000 00
Total	8,000 00
Appropriated for year ending June 30, 1864	8,000 00

This estimate has heretofore been included under the head of "Pay of the navy."

SUMMARY.

Pay of the navy	$14,240 00
Pay of civil officers	8,000 00
Total	22,240 00
Amount appropriated for the year ending June 30, 1864	19,700 00
Excess	2,540 00

Difference explained as follows:

Promotion of lieutenant, as commander, increase of pay	$740 00
One additional professor of mathematics (commissioned)	1,800 00
Excess, as before	2,540 00

—

Estimate of the amount required for the wages of instrument maker, watchman, porter, and others, and for incidental expenses at the Naval Observatory, for the fiscal year ending June 30, 1865.

For wages of the instrument maker, watchman, porter, and laborers; for keeping grounds in order, and repairs to buildings and enclosures; for fuel, lights, office furniture, and stationery; and for freight, transportation, postage, and incidental expenses	$12,000 00
Appropriated for year ending June 30, 1864	12,000 00

—

Estimate of the amount required for the purchase of nautical instruments, &c., for the fiscal year ending June 30, 1865.

For the purchase of nautical and astronomical instruments, books, maps, and charts; and for the repairs of instruments, and binding and backing books and charts	$101,042 00
Appropriated for year ending June 30, 1864	23,000 00

For explanation of the difference, or excess, in this case, see paragraphs 2, 3, 6, 7, 8, 9, of the preceding report of the superintendent of the Naval Observatory.

RECAPITULATION.

Appropriation, "Pay of the Navy"		$14,240 00
Appropriation, "Naval Observatory"—		
Pay of assistant astronomer and others	$8,000 00	
Pay of watchman and others, and incidental expenses	12,000 00	
		20,000 00
Appropriation, "Nautical Instruments," &c.		101,042 00
Total		135,282 00

J. M. GILLISS,
Superintendent.

UNITED STATES NAVAL OBSERVATORY,
Washington, September 5, 1863.

Approved:

C. H. DAVIS,
Chief of Bureau.

BUREAU OF NAVIGATION, *October* 20, 1863.

NAVIGATION, No. 6.

NAUTICAL ALMANAC OFFICE,
Cambridge, Massachusetts, August 29, 1863.

SIR: I have the honor to transmit the estimates for the Nautical Almanac for the fiscal year ending June 30, 1865. They are the same as those of the preceding year.

I am, very respectfully, your obedient servant,

JOSEPH WINLOCK,
Professor of Mathematics and Superintendent.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,
Chief of the Bureau of Navigation, Washington, D. C.

Estimate of the amount required for the pay of commissioned officers, proposed for duty on the Nautical Almanac, for the fiscal year ending June 30, 1865.

1 superintendent (commissioned professor of mathematics)	$1,800 00
Appropriated for year ending June 30, 1864	1,800 00

Estimate of amount required for the pay of computers and others, proposed for duty on the Nautical Almanac, for the fiscal year ending June 30, 1865.

For salaries of computers, assistants, and copyists	$16,250 00
Appropriated for year ending June 30, 1864	16,250 00

Estimate of amount required for the pay of clerk and servant, for materials, and for contingent expenses, on account of the Nautical Almanac, for the fiscal year ending June 30, 1865.

For purchase of paper, printing, &c., in order to publish, in the year 1865, the Nautical Almanac for the year 1868; and for occasional printing, stationery, books, binding, &c.	$3,600 00
For the new planets discovered since 1849	3,000 00
For printing tables	1,000 00
For extra editions of the volumes already published	800 00
For salary of clerk	500 00
For contingent, including rent of office, servant hire, fuel, &c.	700 00
Total	9,600 00
Appropriated for year ending June 30, 1864	9,600 00

—

RECAPITULATION.

Appropriation, "Pay of the Navy"		$1,800 00
Appropriation, "Nautical Almanac"—		
Pay of computers and others	$16,250 00	
Printing materials and contingent	9,600 00	
		25,850 00
Total		27,650 00

These estimates are the same as those of preceding year.

JOSEPH WINLOCK,
Professor of Mathematics, U. S. N., Sup't Nautical Almanac.

Approved:

C. H. DAVIS,
Chief of Bureau.

BUREAU OF NAVIGATION, *October* 20, 1863

NAUTICAL ALMANAC OFFICE,
Cambridge, Massachusetts, September 21, 1863.

SIR: I have the honor to submit a report of the progress and condition of the work on the American Ephemeris and Nautical Almanac, as required by your order of August 15.

The printed form transmitted August 21 shows the details of the distribution of the computations and the progress made in each portion. From this you will observe that no material change has been made in the method of conducting the work, and that the progress during the year has been about that of the former years.

The changes introduced in the volume for 1865, which have been the subject of correspondence with the bureau, have caused delay in this volume, especially in the printing. After this volume, however, when the new forms and pages

are established, an earlier issue of future volumes is desirable, and can easily be attained.

This delay, however, has not been suffered to affect the work for 1866–'67–'68, as appears by the printed form referred to.

The favor with which the Ephemeris is received by the public is gratifying; the demand for it is constantly increasing, and it has completely driven every rival publication from the American market. And the modifications which have been introduced into the portion especially designed for astronomers are such as will no doubt cause a copy of it to be found in every observatory in the world, large or small.

Professor Pierce is still engaged on the work of revision of the elements and masses of the larger planets and their absolute perturbations, to furnish a basis for new tables. He has also nearly completed the comparison of the formulas of Hansen's lunar tables with those of the American. This is a work of great interest, and will be made a subject of a special report to the bureau.

The tables of Mercury which have been used in computing the ephemeris of that planet since the establishment of the almanac are ready for publication.

The tables themselves are stereotyped and corrected; the introduction and explanation are in manuscript. Their accuracy as shown by the prediction of the transit of the planet, November 11, 1862, is creditable to our ephemeris.

The time of egress computed for Altona was $22h.\ 1m.\ 10.4s.$; the time actually observed by Petersen and Pape was $22h.\ 1m.\ 8.5s.$; being an error less than two seconds.

Although Le Verrier has published a set of tables from a later theory by himself, this would rather add to than diminish the value of ours. The British being conformed to the later theory, the comparison of their predictions with ours will furnish very interesting tests of Le Verrier's late theories in regard to the perturbations of the interior planets. The novelty of the form of these tables, and the extent by which they diminish the labor of computing an ephemeris, will also secure to them permanent interest.

Tables for computing the star constants and reducing star places have been prepared. They form a manuscript volume of about 50 pages of the size of our lunar tables. By them the computation of these constants will be much facilitated, and they would furnish a valuable contribution to the work in contemplation by the bureau, the publication of the "Tabulæ Regiomontanæ."

The computation of the Star ephemeris for 1865 has also been so conducted as to contribute to the extension of the "Tabulæ Reductionum" to our increased star list.

Mr. Schubert has completed tables of Eunomia, and I am now in correspondence with him in regard to their publication.

His tables of Melpomene have been well received. They are highly commended by Professor Encke in the appendix to the Berlin Jahrbuch for 1865.

Work upon the asteroids, in accordance with the plan which was suspended in consequence of the loss of the appropriation, has not yet been resumed. Mr. Schubert is still occupied in this department, as heretofore.

I propose as soon as the volume for 1865 is printed to propose to the bureau a plan for resuming this work, which contemplates reserving a portion of the appropriation for this subject for theoretical investigations; and for the rest, obtaining bids for computing approximate ephemerides at so much apiece. There are several mathematicians who would take a large number in this way.

The large increase in the price of paper caused the cost of manufacture of the small volume to exceed the price at which they were to be sold to Mr. Blunt; but after consultation with him, I thought it inexpedient at present to make any change in the retail price. If the high prices of material should continue, some change, however, will be made.

I have not thought it expedient to make any changes in the estimates

for the annual expenditures, but have renewed them in the form in which they have been presented for several years past. The amount has been found sufficient, but it is not easy in the present condition of the work to fix the precise sum required under each item. The increase of the expense of printing caused by the increase of sales, or the advance in the cost of paper, or any modifications of other items of expense which circumstances may render necessary, would for the next year at least be covered by the portion of the appropriation of last year still unexpended.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH WINLOCK,
Professor of Mathematics, U. S. N., Sup't Nautical Almanac.

Rear-Admiral C. H. DAVIS, U. S. N.,
Chief of the Bureau of Navigation, Washington, D. C.

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 7.

General estimate from the Bureau of Navigation for the fiscal year ending June 30, 1865, in addition to the balances remaining unexpended July 1, 1864.

FOR SUPPORT OF BUREAU.

1. For salaries of the chief of bureau, chief clerk, clerk, messenger, and laborer, (Navigation, B)		$9,800 00
2. For contingent expenses, including stationery, &c., (Navigation, B)		800 00
Total, for support of bureau		10,600 00

FOR THE NAVAL SERVICE.

1. For pay of commissioned, warrant and petty officers; navigation officers, (Navigation, No. 1)		$4,480 00
Naval Academy, (Navigation, No. 4)		316,502 00
Naval Observatory, (Navigation, No. 5)		11,700 00
Nautical Almanac, (Navigation, No. 6)		1,800 00
		334,482 00
2. For navigation, and navigation purposes, (Navigation, No. 2)		126,000 00
3. For contingent expenses for navigation purposes, (Navigation, No. 3)		1,500 00
4. For support of Naval Academy—pay of professors, &c., (Navigation, No. 4)	$40,292 00	
Wages of watchmen, &c., (Navigation, No. 4)	13,539 55	
Contingent expenses, (Navigation, No. 4)	48,000 00	
Deficiencies for 1864, (Navigation, No. 4)	38,000 00	
		139,831 55
5. For support of Naval Observatory—pay of assistant astronomer, &c., (Navigation, No. 5).	$8,000 00	
Wages and incidentals, &c., (Navigation, No. 5)	12,000 00	
		20,000 00
6. For purchase and repairs of nautical instruments, books, charts, &c., (Navigation, No. 5)		101,042 00

Brought forward		$722,855 55
7. For preparing and publishing the Nautical Almanac; pay of computers, &c., (Navigation, No. 6)	$16,250 00	
Materials, printing, &c., (Navigation, No. 6)	9,600 00	
		25,850 00
Total, for naval service		748,705 55

C. H. DAVIS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 8.

Estimate of appropriations, under the cognizance of the Bureau of Navigation, required for the fiscal year ending June 30, 1865.

Titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimate of the balances of appropriations unexpended on June 30, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
Navigation, &c.	$126,000 00	.....	$149,000 00
Contingent	1,500 00	.....	1,000 00
Naval Academy	139,831 55	.....	24,881 00
Naval Observatory	20,000 00	.....	12,000 00
Nautical instruments, &c.	101,042 00	.....	23,000 00
Nautical Almanac	25,850 00	.....	25,850 00
Total	414,223 55	.....	235,731 00

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 9.

ABSTRACT OF ALL OFFERS RECEIVED, (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED,) FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF NAVIGATION, REPORTED IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for bunting and dry goods, under advertisement dated July 15, 1863.

BUNTING FOR NAVY YARD, BOSTON.

1. Albert G. Browne	$11,405 40
2. George E. Sparrow	10,825 00
3. Benjamin Y. Pippey*	9,700 00
. Lockwood & Collins	10,000 00
. William A. Wheeler	11,350 00

* Accepted.

DRY GOODS FOR NAVY YARD, BOSTON.

1. Albert G. Browne	$519 00
2. George E. Sparrow	
3. Benjamin Y. Pippey	
4. Lockwood & Collins	319 40
5. William A. Wheeler†	319 40

BUNTING FOR NAVY YARD, NEW YORK.

1. Albert G. Browne	16,202 50
2. William Mathews*	12,497 00
3. George E. Sparrow	15,587 50
4. Benjamin Y. Pippey	13,820 00
5. Lockwood & Collins	13,105 00
6. William A. Wheeler	16,150 00

DRY GOODS FOR NAVY YARD, NEW YORK.

1. Albert G. Browne	2,651 00
2. William Mathews*	2,270 50
3. George E. Sparrow	
4. Benjamin Y. Pippey	
5. Lockwood & Collins	2,736 00
6. William A. Wheeler	2,526 00

BUNTING FOR NAVY YARD, PHILADELPHIA.

1. Albert G. Browne	669 00
2. George E. Sparrow	630 00
3. Benjamin Y. Pippey	630 00
4. Lockwood & Collins*	591 00
5. William A. Wheeler	717 00

DRY GOODS FOR NAVY YARD, PHILADELPHIA.

1. Albert G. Browne‡	26 10
2. George E. Sparrow	
3. Benjamin Y. Pippey	
4. Lockwood & Collins	81 00
5. William A. Wheeler*	60 50

BUNTING FOR NAVY YARD, WASHINGTON.

. Albert G. Browne	4,224 00
. William J. Mitchell	4,416 00
. George E. Sparrow	3,840 00
. Benjamin Y. Pippey	3,840 00
. Lockwood & Collins*	3,768 00
. William A. Wheeler	4,320 00

*Accepted. †Awarded by lot. ‡Declined to execute contract.

DRY GOODS FOR NAVY YARD, WASHINGTON.

1.	Albert G. Browne†	$799 60
2.	William J. Mitchell	992 35
3.	George E. Sparrow	
4.	Benjamin Y. Pippey	
5.	Lockwood & Collins	923 60
6.	William A. Wheeler *	900 80

Offers for supplies of books for the United States navy, under advertisement dated August 12, 1863.

NO.		
1.	D. Van Nostrand *	$4, 134 75
2.	Little, Brown & Co.‡	4, 156 25
3.	J. Coleman & Co	4, 579 60
4.	W. I. Pooley & Co	4, 392 80
5.	Ticknor & Fields	4, 289 15
6.	Franck Taylor‡	325 00
7.	E. N. Stager	4, 656 50
8.	William Perry‡	4, 493 40

BUREAU OF NAVIGATION, 1863.

NAVIGATION, No. 10.

List of contracts, embracing all coming under the cognizance of the Bureau of Navigation, made and received since the date of last report, November 19, 1862, to October 1, 1863; prepared in conformity with acts of Congress of April 21, 1808, and March 3, 1809.

WILLIAM MATHEWS, AUGUST 24, 1863.

Contract for bunting and dry goods for the United States navy yard, New York, for the year ending June 30, 1864.

250	pieces 18-inch red bunting	$8 50	per piece.
150	pieces 12-inch red bunting	6 50	per piece.
150	pieces 9-inch red bunting	4 80	per piece.
120	pieces 4½-inch red bunting	3 40	per piece.
260	pieces 18-inch white bunting	8 50	per piece.
150	pieces 12-inch white bunting	6 50	per piece.
130	pieces 9-inch white bunting	4 80	per piece.
130	pieces 4½-inch white bunting	3 40	per piece.
150	pieces 18-inch blue bunting	8 50	per piece.
150	pieces 12-inch blue bunting	6 50	per piece.
120	pieces 9-inch blue bunting	4 80	per piece.
130	pieces 4½-inch blue bunting	3 40	per piece.
50	pieces 18-inch green bunting	7 50	per piece.
50	pieces 18-inch yellow bunting	7 50	per piece.
130	pieces ravens duck	9 00	per piece.
1,500	yards white muslin, ¼ yard wide	37	per yard.

* Accepted. † Declined to execute contract. ‡ Informal.

100	dozen spools cotton	$1 00	per dozen.
150	pounds white linen thread, on spools, assorted	1 50	per pound.
60	pounds linen thread, assorted colors	1 50	per pound.
60	pounds worsted yarn, assorted colors	1 50	per pound.
50	pounds cotton twine	75	per pound.
60	papers sewing needles, assorted sizes	05	per paper.

The bunting to be all wool, fast colors, smooth selvages, and each piece to contain not less than forty yards.

The white muslin to be "York Mills," or another American manufacture equally good.

To be delivered as required, with a notice of twelve days.

BENJAMIN Y. PIPPEY, AUGUST 26, 1863.

Contract for bunting for the United States navy yard, Boston, for the year ending June 30, 1864.

150	pieces 18-inch red bunting	$10 00	per piece.
100	pieces 13-inch red bunting	6 00	per piece.
100	pieces 9-inch red bunting	5 00	per piece.
50	pieces 4½-inch red bunting	4 50	per piece.
130	pieces 18-inch blue bunting	10 00	per piece.
100	pieces 12-inch blue bunting	6 00	per piece.
100	pieces 9-inch blue bunting	5 00	per piece.
50	pieces 4½-inch blue bunting	4 00	per piece.
150	pieces 18-inch white bunting	10 00	per piece.
100	pieces 13-inch white bunting	6 00	per piece.
100	pieces 9-inch white bunting	5 00	per piece.
50	pieces 4½-inch white bunting	4 00	per piece.
50	pieces 18-inch green bunting	10 00	per piece.
100	pieces 18-inch yellow bunting	10 00	per piece.

The bunting to be all wool, fast colors, smooth selvages, and each piece to contain not less than forty yards.

To be delivered as required, with a notice of twelve days.

LOCKWOOD & COLLINS, AUGUST 26, 1863.

Contract for bunting for the United States navy yards at Philadelphia and Washington, for the year ending June 30, 1864.

For the Philadelphia yard.

12	pieces 18-inch red bunting	$9 00	per piece.
24	pieces 18-inch white bunting	9 00	per piece.
24	pieces 18-inch blue bunting	10 00	per piece.
3	pieces 18-inch yellow bunting	9 00	per piece.

For the Washington yard.

120	pieces 18-inch red bunting	9 80	per piece.
120	pieces 18-inch white bunting	9 80	per piece.
120	pieces 18-inch blue bunting	10 00	per piece.
24	pieces 18-inch yellow bunting	9 00	per piece.

The bunting to be all wool, fast colors, smooth selvages, and each piece to contain not less than forty yards.

To be delivered as required, with a notice of twelve days.

WILLIAM A. WHEELER, SEPTEMBER 2, 1863.

Contract for dry goods for the United States navy yard, Boston, for the year ending June 30, 1864.

1,000	yards white muslin, $\frac{7}{8}$ yards wide	$0 30	per yard.
144	spools cotton, assorted	10	per spool.
50	papers sewing needles	10	per paper.

The muslin to be "York Mills," or another American manufacture equally good.

To be delivered as required, with a notice of twelve days.

WILLIAM A. WHEELER, SEPTEMBER 23, 1863.

Contract for dry goods for the United States navy yards at Philadelphia and Washington for the year ending June 30, 1864.

For the Philadelphia yard.

24	pounds thread, assorted colors	$2 00	per pound.
5	pounds thread, black	2 50	per pound.

For the Washington yard.

84	pieces scarlet worsted binding	$0 20	per piece.
60	pieces deep blue worsted binding	20	per piece.
100	yards white muslin, 4-4 yards wide	40	per yard.
500	yards linen sheeting, 8-4 yards wide	1 00	per yard.
48	dozen spools white cotton, assorted numbers	1 00	per dozen.
24	dozen spools deep blue cotton	1 00	per dozen.
24	dozen spools black cotton	1 00	per dozen.
24	dozen spools red cotton	1 25	per dozen.
30	pounds Scotch thread, red	1 75	per pound.
50	pounds Scotch thread, white	1 25	per pound.
30	pounds Scotch thread, blue	1 50	per pound.
5	pounds black sewing thread	2 00	per pound.
36	dozen papers needles	1 00	per dozen.

The muslin to be "York Mills," or another American manufacture equally good.

To be delivered as required, with a notice of twelve days.

D. Van Nostrand, September 30, 1863.

Contract for books for the United States navy for the year ending June 30, 1864.

Titles.	Description.	Number of copies.	Price per copy.
Bible	Am. Bible Society, small pica, 8vo	75	$1 35
Prayer-book	D. A. & Co., N. Y. (*Certified* 12mo., Phil., 1845)	75	1 00
Story on the Constitution	2 vols. 8vo*	25	5 25
Kent's Commentaries	4 vols. 8vo*	25	12 50
Greenleaf on Evidence	3 vols. 8vo*	25	11 50
Wheaton's International Law	1 vol. 8vo*	40	5 25
Ordnance Manual, army	1 vol. 12mo	75	1 80
Nystrom's Mechanics' Pocket-book	1 vol. 16mo	75	1 60
Webster's English Dictionary	1 vol. 4to	30	5 25
Webster's English Dictionary	1 vol. royal 8vo	50	2 65
Spier & Surrenne's English and French Dictionary	1 vol. 8vo, half morocco	30	3 75
Velasquez's English and Spanish Dictionary	1 vol. 8vo, half morocco	30	3 75
Colton's Atlas	1 folio, half morocco	25	13 00
Lippincott's Gazetteer	1 vol. 8vo	30	4 75
Cooper's Naval History	1 vol. 8vo. (American edition)	75	2 25
Bancroft's History of the United States	8 vols. 8vo	25	13 50
Ward's Steam for the Million	1 vol. 8vo	25	70
Bourne's Catechism on Steam Engine	Last English edition	75	1 75
Lessons and Practical Notes on Steam	1 vol. 8vo	50	1 35
Porsons's Maritime Law	2 vols. 8vo*	30	7 70
De Hart on Courts Martial	1 vol. 8vo*	30	2 45
Upton's Prize Law	1 vol. 8vo*	75	3 75
Shipmaster's Assistant	1 vol. 8vo	75	3 50
Luce's Seamanship	1 vol. 8vo	30	7 00

The books to be the latest editions; to be bound in full and substantial sheep, unless otherwise expressed; and those noted with a (*) in the schedule to be bound in "law sheep."

Each volume to have printed on its back, near the bottom, the words "U. S. Navy."

The books to be delivered (at the contractor's risk and expense) at the navy yards of Brooklyn, Charlestown, or Philadelphia, as required by the Bureau of Navigation, with a notice of ten days; and to be satisfactory, in all respects, to the navigation officer receipting for them.

Bureau of Navigation, *September* 30, 1863.

No. 5.

ANNUAL REPORT OF THE BUREAU OF ORDNANCE,

Bureau of Ordnance,
Navy Department, October 20, 1863.

Sir: In your last annual report, under the head of "bureaus," you were pleased to make the following remarks:

"Like every other branch of the public service, that of ordnance was wholly unprepared for the great crisis that befell the country in 1861; and one of the most embarrassing difficulties at the commencement of our national troubles was that of procuring ordnance as rapidly as was required for our increasing

navy. To remedy the deficiencies and wants when our vessels were multiplying, we were compelled for a time to revert to old artillery which had been discarded, and to avail ourselves of extraordinary means to meet the then existing necessities. These difficulties have been in a measure overcome, and our ordnance is greatly improved and improving."

In the report which I now have the honor to present I shall endeavor to show briefly, yet as clearly as possible, how much this branch of the public service was unprepared for the great crisis of 1861, and in what manner and to what extent the existing difficulties have been overcome, and our ordnance of the navy increased in numbers and improved in character.

In doing so I shall not fail to give full credit to those of our citizens who have so ably and unhesitatingly assisted the bureau in all its efforts to meet the urgent necessities of the country, and who still continue to answer promptly and well the heavy requisitions made upon them. For although the very best energies of the officers on ordnance duty everywhere, and the zealous co-operation of its employés at the several navy yards, have always been exerted to the utmost in carrying out the bureau's instructions, the great results which are shown by the records could never have been obtained without the assistance and support derived from the manufacturers, founders, and mechanics of the private establishments throughout the loyal States.

Thus it is a mattter of no little importance, especially in view of future contingencies, to know that, independent of the resources immediately within the control of the government, the navy can safely rely upon the patriotism, zeal, and ability of the loyal citizens of our country at all times and under all emergencies.

Not only has this been the case among the people of our great cities on the Atlantic border, but whenever and wherever a demand was made for ordnance supplies of a kind which could not be conveniently and promptly furnished from the ordinary depots at the east and north, the manufacturers of the interior and the west have been found ready and competent to do the work in the most efficient manner.

These facts are most clearly demonstrated by the history of all the operations of our navy since the outbreak of the rebellion. Not a single ship or squadron has ever been delayed in its movements for the want of ordnance or ordnance supplies.

The most serious embarrassment, however, which the bureau has met with in its administration, especially at the west, has been the want of suitable depots for the safe storage of the vast amount of material required for the use of our squadrons; and hence, in another part of this paper, I have taken occasion to repeat the recommendation of Rear-Admiral Dahlgren made in his report of last year upon this subject.

I conceive them to be indispensably necessary, because as the great increase of our navy and its ordnance is not to be considered as merely temporary, provision should be made at once for its permanent support on a scale commensurate, not only with its present, but also with its future probable enlargement. In this connexion it should be remembered that the stations at Norfolk and Pensacola, which were available before the rebellion as depots of supplies of ordnance and ordnance material, are scarcely to be considered so now.

THE ORDNANCE OF THE NAVY, 1861—1863.

From the record it appears that the ordnance of the navy, at the commencement of 1861, consisted of 2,468 heavy guns and 136 howitzers, of the following calibres:

32-pounders	1,872
8-inch	575

10-inch (old model)	27
*X-inch (Dahlgren)	19
IX-inch "	305
XI-inch "	32
Heavy guns	2,830
24-pounders	29
12-pounders	107
Boat howitzers	136

Exclusive of howitzers, which were then seldom used as deck-pieces, these guns were distributed in the batteries of our ships, as follows:

In frigates	100 guns.
In sloops	232 "
In storeships	7 "
In screw frigate	12 "
First class steam sloops	90 "
Side-wheel steamers	40 "
Second class steam sloops	45 "
Third class screw steamers	28 "
Steam tender	1 "
	555 "

The remainder were either on board vessels in ordinary, receiving ships, or parked in the several navy yards on the Atlantic coast; not a gun belonging to the navy was to be found upon the Mississippi or its tributaries, and nearly all of our cruisers were absent upon foreign stations.

To add to the general embarrassment experienced in every department of the government, and increase the difficulties of its position, the Bureau of Ordnance was abandoned at this crisis by many of those who from long service in it, ample experience, and a thorough knowledge of its business, could have best served the country at that critical period.

Fortunately, however, the men who succeeded them clearly understood the necessity for immediate action and unceasing effort to place in the best condition and equip for effective service every available gun, in order to arm the vessels then belonging to the government, and meet the requirements of those that were being rapidly purchased.

Consequently, the somewhat obsolete ordnance of the old system of armament was necessarily placed at once in service, while, at the same time, orders were given to the only foundries then prepared to do such work to fabricate as rapidly as possible IX-inch, X-inch, and XI-inch guns. The necessity for prompt measures was greatly increased by the calamity at Norfolk and the occupation of the navy yard at Pensacola by the insurgents, whereby a large amount of ordnance stores and a considerable number of IX-inch and XI-inch guns, which then constituted the most effective pieces in the batteries of our ships, were lost to the navy.

The following tabular statement affords a comprehensive view of the facts embraced in the foregoing remarks, and illustrates the rapid increase in the number of effective guns of smooth bore, and the addition of rifled pieces, which has been made in the ordnance of our navy:

* The Roman numerals have been adopted by Rear-Admiral Dahlgren to distinguish the guns of his design from the old system.

Class of gun.	On hand March, 1861.	Made since.	On hand November 1, 1863.
Howitzer, 12-pounder light	57	26	83
Howitzer, 12-pounder heavy	50	208	258
Howitzer, 24-pounder	29	508	537
Howitzer, 12-pounder, rifled	.....	325	325
32-pounders, 27 cwt	177	.....	177
32-pounders, 32 cwt	376	.....	376
32-pounders, 42 cwt	362	.....	362
32-pounders, 46 cwt	57	.....	57
32-pounders, 51 cwt	200	.....	200
32-pounders, 57 cwt	700	.....	700
8-inch, of 55 cwt	172	.....	172
8-inch, of 63 cwt	385	.....	385
8-inch, of 106 cwt	14	.....	14
8-inch, of 90 cwt	4	.....	4
10-inch, of 87 cwt	27	.....	27
IX-inch Dahlgren	305	503	808
X-inch Dahlgren	19	10	29
XI-inch Dahlgren	32	291	323
13-inch mortars	.....	200	200
20-pounder Parrott	.....	214	214
30-pounder Parrott	.....	237	237
100-pounder Parrott	.....	180	180
150-pounder Parrott	.....	60	60
XV-inch smooth bores	.....	36	36
20-pounder rifled, (Dahlgren)	.....	13	13
Total	2,966	2,811	5,777

The old system of armament is represented in this table by the classes of 10-inch, 8-inch, and 32-pounders; the new system by the rifled pieces and the smooth bore IX-inch, X-inch, and XI-inch guns of Rear-Admiral Dahlgren, and the rifled guns of Mr. Parrott, to which are added the ponderous and powerful XV-inch guns introduced by Assistant Secretary Fox, as the special armament of the monitors and other turreted vessels.

Of the new system it is probable that over 700 guns of different calibres that are now in process of fabrication will be completed and added to the number given in the table by the end of the current year.

It will be seen from the foregoing statement that the number of guns for the navy has been increased during the present rebellion at least 100 per cent., and if the enormous calibres of some of them are taken into consideration, a more correct idea may be had of the advance which has been made in absolute power and efficiency.

In arming our vessels the primary object has always been, recently, to place on board of them the heaviest and, consequently, the most effective guns which they could safely carry without reducing their speed or endangering their seagoing qualities.

The following general statement of the batteries of vessels of different classes exemplifies the manner in which the guns of the navy are at present distributed.

It may be remarked that although the bronze howitzers were designed principally for boat service in expeditions up rivers and bays, in covering the landing of troops, and, incidentally, when placed upon their field carriages, to be used in operations on shore at short distances from the point of disembarcation,

the large number of light vessels added to the navy for river work has led to their introduction more extensively as deck-pieces, both in pivot and broadside; and especially were the 24-pounders, thus mounted, found to be of very great utility in the operations of our western flotillas.

COMPOSITION OF BATTERIES.

First rate.

Minnesota: One 150-pounder, rifled ..... } pivot.
One XI-inch, smooth ..... }
Forty-two IX-inch, smooth ..... } broadside.
Four 100-pounders, rifled ..... }
and four howitzers.

Second rate.

Brooklyn: One 100-pounder, rifled, in pivot.
Twenty-two IX-inch, smooth ..... } broadside.
One 30-pounder, rifled ..... }
and two howitzers.

Third rate.

Eutaw: Two 100-pounders, rifled, in pivot.
Four IX-inch, smooth ..... }
Two 24-pounder howitzers ..... } broadside.
Two 20-pounders, bronze, rifled ..... }

Fourth rate.

Owasco: One XI-inch, smooth ..... } pivot.
One 20-pounder, rifled ..... }
Two 24-pounder howitzers, broadside.
Nipsic: One 150-pounder, rifled, pivot;
Two IX-inch, smooth, broadside;
Two howitzers.

The armament of purchased vessels is conditioned according to their character, varying from fifteen guns in the

Vanderbilt: Two 100-pounders, rifled, pivot;
Twelve IX-inch, broadside, and
One howitzer.

In the active little tug "Dandelion," two howitzers.

For the turreted iron-clads we have in the

Roanoke: Two XV-inch, two XI-inch, and two 150-pounders, rifled;

and for the monitors, in the

Weehawken: One XV-inch and one XI-inch.

Finally, as the representative of an iron-clad frigate, in the

Ironsides: Two 150-pounders, rifled;
Fourteen XI-inch, smooth;
Two 50-pounders, rifled, and
Two howitzers.

The armament of the western gunboats, built for special service, is shown in the iron-clad

Carondelet: Four IX-inch,
Four 8-inch,
One 32-pounder, and
Two rifled guns,

while the large number of light-draught steamers were furnished with batteries of two, four, and six howitzers.

To the above should be added the mortar schooners, carrying 13-inch mortars and broadside batteries of 32-pounders or 8-inch guns.

FOUNDRIES.

The only establishments in the country which were prepared for the work of founding heavy cannon when the rebellion took place were the South Boston Fort Pitt, and the West Point foundries, the Tredegar Works, at Richmond' Virginia, having passed into the hands of the rebels. No government establishment of the kind existed, and consequently the sole reliance of both army and navy at the commencement of our difficulties was upon these three foundries.

Right nobly, however, did they come to the rescue in the hour of need, and thus afforded time for the bureau to seek other manufacturers who might be willing to undertake the work of supplying the navy with cannon.

Although such operations are always attended with great risk to those who are unaccustomed to the casting of heavy guns, it was not long before several other establishments were ready to co-operate, and the work of producing the guns of various calibres required was commenced, and, I am happy to say, has been most successfully prosecuted. In addition to the above-named foundries, the bureau has now, as sources of supply, the establishment at Providence, Rhode Island, known as the Builders' Iron Foundry; the foundries of Messrs. Hinkley, Williams & Co., of Boston, and the Portland Company, of Portland, Maine, and at Reading, Pennsylvania, the Scott Foundry of Messrs. Seyfert, McManus & Co.

From all these establishments, except the West Point foundry, the navy is furnished with IX-inch, X-inch, and XI-inch guns, none of the old system being now manufactured.

From the Fort Pitt foundry, in addition to the above classes of guns, it obtains the heavy XV-inch; and from the West Point foundry it receives the Parrott rifles, of all calibres, which now constitute a part of the battery of nearly every vessel afloat, and the great effectiveness of which has been so strikingly manifest during the recent battles at Charleston.

In procuring cannon for the navy the same conditions have been exacted from all these foundries, as regards the character of metal and every other element necessary to constitute good and reliable guns. No gun has been accepted, as a *standard*, which has not been subjected to the ordeal of 1,000 rounds of service charges. With this standard thus established, all the guns of a contract must coincide in their composite elements.

The only exception to this rule has been in the case of the XV-inch guns cast upon the plan of Major Rodman, of the United States army. Time did not permit of this proof being applied, and the guns were necessarily accepted and put into service, after having endured, however, somewhat more than the tests prescribed by the army regulations.

It is most gratifying to know that the judgment of the Navy Department has been sustained by the result of the further test which has been applied to the first gun of this class made for the navy, and which is still undergoing a series of experimental firing after being modified in form. All doubt is thus removed of the ability of the Fort Pitt foundry to produce guns of this great size

which can safely be relied upon; and the power thereby added to the fire of our monitors has been most fully exemplified in the capture of the Atlanta.

Before dismissing this branch of its report, it is just that the bureau should bear special testimony to the prompt and efficient manner in which the West Point foundry has also done its share in supplying the need of the service for a new style of ordnance.

The introduction of a few rifled guns of heavy calibre into the batteries of ships had already taken place in foreign navies prior to the date of our present rebellion; and in our own service experiments were being conducted at the Washington navy yard, under the direction of Rear-Admiral Dahlgren, for the purpose of devising a system of rifled ordnance. Nothing decisive, however, has been accomplished, except with the rifled howitzer, and the experiments were rudely interrupted in the spring of 1861.

At the same time Mr. Parrott was engaged in perfecting his present system, and the results obtained by him were so satisfactory that in the summer of 1862 the bureau, in conjunction with the army ordnance, directed a 100-pounder to be subjected to a series of 1,000 service rounds.

The gun stood the test without bursting, and its accuracy and range were considered sufficiently good to warrant the adoption of these rifled guns as a permanent part of our naval armament. Since then the demand for the several calibres has been unceasing; and, as before stated, they are to be found on board nearly every vessel now in service, and will continue to be supplied until some better system is established.

Finally, from personal inspection, and witnessing the firing of over one hundred rounds from these guns at the West Point foundry recently, the bureau is satisfied that whenever attention is paid to details and even moderate skill in the manner of loading and firing is attained, they will prove the most serviceable rifled guns that have ever been introduced into any service.

It should be remarked also that the average cost of these guns is much below that of any others which have been offered to the government.

In order to maintain a constant supervision over the work of casting ordnance for the navy, and to conduct the inspection and proof of each gun when completed, it has been customary to station an officer at each of the above-mentioned foundries.

At present the foundries of Messrs. Alger & Co., Hinkley, Williams & Co., the Portland Co., and the Builders' Iron Foundry, are under the care of Commodore Hunt, an experienced ordnance officer, assisted occasionally in his laborious duties of inspection and supervising the casting of cannon, howitzers, shot, and shells, by Lieutenant Commander May.

At the Fort Pitt foundry, Captain Berrien superintends the work of all kinds for the navy, and has been constantly engaged upon this duty for 18 months without assistance. The inspection and proof of the immense XV-inch guns have been committed to his care, and the bureau is satisfied with the prompt and efficient manner in which he has discharged this responsible duty.

During the summer of 1862 Captain John S. Chauncey was engaged in the inspection of cannon at the West Point foundry, and, in conjunction with Captain Benêt of the army ordnance, conducted the experiments with the 100-pounder Parrott gun above mentioned. Since then he has been stationed at the Scott foundry, Reading, Pennsylvania.

The exigencies of the service elsewhere prevented the bureau from having an officer at the West Point foundry, after the removal of Captain Chauncey to the Scott foundry, until the return of the Susquehannah from the blockade off Mobile. Commodore Hitchcock, relieved from his command, was then assigned to duty at that establishment, and is now actively engaged in inspecting, proving, and forwarding the rifled cannon and projectiles, and in conducting such experiments as the bureau directs.

In passing from the foregoing review of the ordnance of the navy, the principal subjects which present themselves in the same connexion are:

Projectiles, gunpowder, nitre, and gun-carriages.

Upon these I propose to submit a few remarks, believing that each possesses sufficient interest and importance for a special notice.

PROJECTILES.

The projectiles now commonly used in the navy may be divided into two classes, the smooth and the rifled, and are used almost exclusively in their respective guns.

For the smooth bores we have the shot, shell, shrapnell, grape and canister, and the same for the rifles, excepting the grape and canister, which are not generally provided. The former are spherical, the latter elongated and of different forms and devices, as embraced in the systems of Parrott, Hotchkiss, Schenkl, and others.

It is hardly possible to state with exactness the number of each kind of projectiles on hand and available March 1, 1861; but the following tabular statement may be of interest as showing the vast amount of all kinds which has been made at the yards or purchased from private establishments for the use of the navy since that time:

Cast at the navy yards.

For smooth bores:

Shells	262,174	
Shot	37,095	
Shrapnell	128,600	
Grape-shot	1,322,559	lbs.
Canister shot	5,475,084	lbs.

For rifles:

Shells	53,489	
Shot	6,641	

Purchased.

For smooth bores:

Shells	113,579	
Shot	7,489	
Shrapnell Grape and canister shot	2,637,237	lbs.

For rifles:

Shells	249,375	
Shot	29,167	
Shrapnell	19,068	

GUNPOWDER AND NITRE.

Since the outbreak of the rebellion the navy has been amply supplied with powder from the various mills engaged in its manufacture in the loyal States, and has not been compelled to seek it in a foreign market.

So great has been the consumption for naval purposes of this indispensable requisite of modern warfare that the bureau has been obliged to order no less than 2,980 tons since March 1, 1861. This vast amount has been promptly furnished, of the most approved quality, and in conformity with the established tests, by the Messrs. Dupont, of Wilmington, and the Schagticoke, Hazard,

American, and Union Powder Companies. For uniform strength, density, and hygrometric qualities, no better powders can be found anywhere.

So far as the navy is concerned, the above-named mills are fully capable of supplying all its demands.

There is, obviously, no subject which deserves more serious consideration than the certainty of being able to obtain at all times an adequate supply of nitre, either foreign or domestic, for the manufacture of gunpowder.

The views expressed in the last annual report from the bureau cannot be too strongly reiterated and urged upon the consideration of Congress. In the accompanying estimates an item is added for the continued purchase of a supply.

During the past summer the New Haven Chemical Works have delivered, under their contract with the bureau, 500 tons of *domestic* nitre, which has nearly all been made into powder. Its strength has proved to be fully equal to that of powder fabricated from the foreign article, and it only remains to be seen whether it will stand as well the tests of service at sea.

An order for a sample of several thousand pounds of domestic nitre has also been given recently to the Messrs. Denny & Co., of New York, and powder from this material will soon be made and submitted to proof.

If these powders should stand the tests of service, and are found to be equal in all respects to those made from foreign nitre, it will be manifestly a most judicious measure to encourage the manufacture of an article of such vital importance.

I accordingly commend this subject to the especial consideration of the department.

Since March 1, 1861, there has been manufactured for the navy by the several powder mills in the loyal States:

Powder from foreign nitre	2,676 tons.
Powder from domestic nitre	260 tons.
Purchased from individuals	44 tons.
	2,980 tons.

GUN-CARRIAGES.

These being essential to every gun, the figures which show the number of the latter are applicable to the former, both at the commencement of the rebellion and the present time.

They may be divided into two classes, viz: pivot and broadside for the heavy guns; and for the bronze howitzers, into boat, field, and deck carriages. As designed and introduced into the service by Rear-Admiral Dahlgren, they have been found to answer its requirements in every respect, and the guns are easily handled in any weather in which they could be cast adrift with safety.

These carriages are nearly all made at the several navy yards, the only private establishment engaged in their construction being that of Mr. Bigler, of Newburg, New York.

The difficulty of obtaining at all times well-seasoned timber, and the unavoidable splintering when struck by shot (which is frequently more destructive than anything else in the confined quarters of a ship) render the use of wooden carriages highly objectionable. Hence initiatory steps have been taken to introduce *iron* carriages in lieu of wood; and this has been so far successful in the case of the pivot carriages on board the Ironsides as to encourage the belief that the former can be substituted for the latter, both in pivot and broadside; thereby reducing the weight, increasing the strength and durability, and avoiding the terrible effects of flying splinters.

From the official report of the bombardment of Fort Moultrie, in September last, it will be seen that no difficulty was experienced in handling the guns mounted on iron pivot carriages, or in controlling the recoil; all the difficulties that were experienced in this latter respect, when the ship was fitted out, having been entirely overcome.

A further trial of iron carriages will, perhaps, soon be made on board the Niagara, and the results will go far to determine the question of their final adoption.

It is worthy of note, also, that on board the monitors but little difficulty has been experienced with iron carriages; and in every instance where errors of construction or adaptation of mechanical appliances occurred, they have been readily overcome. Indeed, the test of actual battle has abundantly proved the success of the ordnance on board these vessels, and of the iron appliances designed for their manipulation by our distinguished citizen Captain John Ericsson.

Whether carriages of iron are more suitable than of wood for the bronze howitzers mounted as deck-pieces or in boats has not yet been tried, and it may be that wooden carriages are sufficiently strong, light and durable. *Field* carriages of iron have been tried, but they have not answered the purpose sufficiently well to warrant their introduction in lieu of the present arrangement.

But it must be remembered that in speaking of the substitution of iron carriages for wooden ones I now refer only to those of the heavy guns of battery. For so far as the wooden carriages of the 12-pounder and 24-pounder howitzers, whether mounted as deck-pieces or in boats, have been subjected to the tests of service, especially in the vessels comprising the Mississippi squadron, they have invariably endured any amount of firing and exposure, and not a single complaint has reached the bureau concerning them.

It may be cited as an instance of the demand for the 24-pounder howitzers for river work, that Rear-Admiral Porter, on assuming command of the Mississippi squadron, made a requisition upon the bureau for nearly 200 of these guns, which were promptly supplied in season for his contemplated operations, a large portion of the carriages being made by Mr. Bigler, of Newburg.

THE ORDNANCE WORK AT THE SEVERAL YARDS AND STATIONS.

PORTSMOUTH, N. H.

The ordnance work at the Portsmouth navy yard is at present under the supervision of Lieutenant Commander Sicard, who recently relieved Lieutenant Commander Bradford, It is confined principally to the construction of gun-carriages and the ordnance equipments of vessels preparing for sea.

The number of men thus employed varies with the condition of the work, and at the present time one hundred and twenty-eight are engaged.

No difficulty has ever been experienced in obtaining such supplies as could be furnished from this yard, and in gun-carriages, especially, the work has not been excelled at any of the other stations, either in excellence of finish or the promptness with which they have invariably been constructed and forwarded to any given point.

BOSTON AND NEW YORK.

Nearly every detail of ordnance outfit, besides the preparation of the batteries of ships for sea, is promptly and skilfully made in the ordnance departments of both these navy yards, under the careful provision of Commodore Missroon at Boston, Captain Drayton at New York, and other officers to whom, from time to time, these duties have been intrusted.

With the exception of the ordnance establishment in this city, these are the only yards in which projectiles for heavy guns are cast and prepared complete for service, and the amount of such work during the present troubles is shown by reference to the tabular statement on a preceding page; while at the same time the bouching, strapping, loading, and fusing of shells cast at the adjacent private foundries has occupied no small share of their attention.

Thus the bureau has been enabled to keep up with the constant demand for projectiles, without interfering too much with other branches of ordnance work in these yards. It also very frequently happens that, in addition to the shipment of their own products, these yards are made the common centres to which every variety of ordnance and ordnance material has been sent for transportation to our several squadrons.

The value of such depots of ordnance and material cannot be too highly appreciated; and the estimates for their continued support, founded as they are on the expenditures of the past, must be considered as indispensably necessary.

PHILADELPHIA.

The narrow limits of this yard have restricted the operations of its ordnance department to the preparation of the batteries of ships, and for supplies of projectiles it has been dependent upon the other yards, or the workshops of the city, the principal one of which is the foundry of Messrs. Savery & Co.

The changes in the officers on ordnance duty at this yard have been more frequent than at any other; yet under all the embarrassment consequent upon such changes the instructions of the bureau have always been promptly carried out; and this has been equally the case while the office was in charge of Commander Fairfax, Lieutenant Commanders Phenix, Badger, or Jeffers. At present the duties of this station are assigned to Commander Corbin.

WASHINGTON.

The navy yard in this city was, for many years anterior to the rebellion, the great depot from which the navy derived all its supplies of laboratory stores, fuzes, boat howitzers, and shells.

Since the rebellion, however, the public necessities compelled the fabrication of howitzers elsewhere, and Messrs. Alger & Co., of Boston, and Mr. Ames, of Chicopee, have been largely engaged in their manufacture.

The preparation of military fireworks, fuzes, percussion caps, and shrapnell, together with all howitzer ammunition, still remains, however, exclusively with what is now known as the "ordnance yard;" and the general character of the work performed there is too well known in all its manifold details to need more than a passing reference. In excellence of workmanship and promptness of execution it still maintains the high reputation acquired under the immediate supervision of Rear-Admiral Dahlgren, whose views have always been most ably seconded by the officer at present in charge, Lieutenant Commander W. Mitchell.

It is also worthy of mention that from the laboratory of this yard alone the navy has been furnished with fuzes, percussion caps, and military fireworks, as well as all the small-arm cartridges not purchased from the manufacturers of special arms. While the work of keeping up a constant supply of ordnance stores of all kinds has been unceasing, the experiments with numberless inventions have never been interrupted. So also with the practice from the several batteries at armor plates and the proof of heavy guns and howitzers.

The number of men at present employed in the ordnance yard, in the various branches of mechanical work and in ordinary labor, is about six hundred.

Besides the above-named yards there is an ordnance depot established at Fortress Monroe, another at Baltimore, and one at Cairo, Illinois—the latter about to be removed to Mound City.

From the former the North Atlantic squadron has drawn its supplies generally; but owing to a want of room and suitable protection for many of its stores, the bureau, in addition to other vessels temporarily employed for the purpose, was obliged to make requisition for the frigate St. Lawrence. She has accordingly, by direction of the department, been recently fitted up, and is now stationed in the roads as a regular ordnance storeship, in charge of Lieutenant Commander Phenix.

At Baltimore such casual repairs and outfit of batteries as the limited resources of the station will admit of are made to vessels sent there from the North Atlantic squadron.

At Cairo the supplies for the batteries of the numerous vessels of the Mississippi squadron have been deposited either on shore or in chartered vessels, and thence distributed during the past two years.

Ordnance storeships have also been stationed at convenient points for our other squadrons—at Port Royal for the South Atlantic, at Key West for the East Gulf, and at Pensacola and New Orleans for the West Gulf.

For our ships in the Pacific, supplies of ordnance and ordnance material are kept at the navy yard on Mare island, California. Shipments have been made to that point, as opportunities occurred, of guns, carriages, projectiles, ammunition, and equipments of all kinds, in sufficient quantities to meet the present and prospective requirements of our navy on that coast.

SMALL ARMS.

The same difficulties were experienced in supplying the navy with small arms at the commencement of the war as with heavy guns; for it had been customary to rely mainly upon the army for the limited number required in the ordinary operations of a time of peace. The navy was, consequently, obliged to make use of every available description of arm in its possession, and to buy at once such as could not be obtained from the army.

Hence the present stock is made up of a number of different styles and calibres, partly breech-loaders, and the want of uniformity in this respect is felt to be very embarrassing. The subject is one which the bureau considers of much importance, and will, at no distant day, make it a matter of special investigation.

The proposition will be to adopt one calibre of musket and one of carbine—the former being a muzzle-loader, the latter a breech-loader, for boat service; and this it is at present believed will be best obtained by using altogether the "Plymouth" pattern of musket, (ten thousand of which are now being delivered by Mr. Whitney, of Connecticut,) and the Sharpe & Hankins breech-loading carbine.

As a belt weapon for boarding and similar operations there are also several varieties of revolvers furnished to our ships. These, however, are objectionable in the hands of seamen, and should be restricted to the officers. For the former a large bore, single-barrel pistol is by far the most useful; and as the stock of such arms is entirely exhausted, the bureau has in contemplation a single-barrel breech-loader, which, it is believed, will prove very effective, and, together with the new cutlass, of which there is an ample supply on hand, will be the most suitable weapons for our boarders.

This pistol, together with the carbine of the same calibre, will have the metallic cartridge, which possesses in a great degree the advantages of safety, facility in use, and great economy over the common paper cartridges, and certainly is the proper kind for breech-loading arms.

GUNNERY SHIP.

The absolute necessity for drilling both officers and men preparatory to joining their ships is too manifest to need more than a simple assertion; and yet no proper provision has ever been made for a school of instruction in ordnance details and the handling of great guns and small arms.

I feel it, therefore, my duty to recommend that Congress be urged to pass a law establishing at least one such school on board a suitable vessel; and in doing so I desire to refer to the arguments and deductions of my predecessors, on this subject, in their annual reports, as being still applicable to the question.

Especially would I point to the ordnance school of the English navy on board the Excellent, and suggest that just such a vessel be stationed at the Naval Academy, and the same details of educating our officers and men in gunnery be at once adopted. Not only should it be a school of exercise, but all experiments in ordnance ought to be carried on there, to the end that our seamen may become thoroughly acquainted with every improvement.

In support of this view, I may here remark that, had the present system of rifled ordnance been thus introduced, its great powers and advantages would have been more generally known and better applied than they sometimes have been.

It is to be remembered, also, that no matter how excellent the guns or appliances may be, if the men are not trained to use them properly, the fire of our batteries will be proportionally ineffective. Discipline, coolness, and deliberation in the use of artillery are indispensable requisites, and no one can deny that all these are readily acquired by intelligent men by a careful and correct method of training.

I am confident that the establishment of a gunnery ship, as herein proposed, will mark a new era in our naval history, and that the expenditure of even a large sum for such an object will in a short time be amply repaid by the benefit resulting to the service.

In this connexion, the "Ordnance Instructions" for the use of the navy are now undergoing a thorough revision, and will serve as a text-book of details which are absolutely necessary to be known and practiced at sea. It is evident that these will be more readily understood and clearly impressed upon the minds of our officers and men if systematically taught in the school of a practiceship.

MAGAZINES AND DEPOTS FOR NITRE.

The powder magazines for the use of the navy on the Atlantic border are now situated at Portsmouth, N. H.; Boston; New York; Fort Mifflin, on the Delaware; Washington, and Fortress Monroe.

The capacity of the first five named is about 500 tons each; of the one at Fortress Monroe, 3,000 barrels. At Baltimore there is also a small magazine rented from private parties which will contain about 200 barrels.

The proximity of these great magazines to the sea-coast and to the cities near which they are respectively located—especially those at Portsmouth, Boston, and New York—is a subject worthy of the most serious consideration.

To the recommendation made by Rear-Admiral Dahlgren, in his report of last year, in treating of this subject, I now desire to add that the danger of accidental explosion, always possible even when guarded against by every human foresight, is now greatly increased by the necessity of entering the magazines daily in order to receive, deliver, and prepare powder for service.

In times of peace, although danger still existed, the chances of disaster were very much reduced because the magazines contained moderate quantities,

and were only required to be opened and work performed in them to supply occasionally the wants of a cruiser. Now the demand for powder and magazine stores is unceasing, and the chances of disaster are multiplied proportionally.

This subject has always been one of great anxiety to the bureau, for evident reasons. During a recent official visit to the northern yards, and an inspection of these magazines, I became so fully impressed with the necessity of adding, if possible, another safeguard in the way of a positive and peremptory order, to the regulations already established by the "Ordnance Instructions," that I issued to the service the following circular:

BUREAU OF ORDNANCE,
Navy Department, Washington City, September 26, 1863.

The attention of the inspectors of ordnance and commanders of vessels is called to the existing regulations regarding the stowage and service of powder and loaded shells in magazines and shell-rooms, ashore and afloat, and to the precautions which *must* be observed by *every one* who enters, *or approaches for the purpose of entering, any* magazine or shell-room.

The existing regulations referred to are hereby modified, so far as to dispense entirely with the use of slippers made *of either India-rubber or woollen;* and in lieu thereof, slippers made *wholly of buckskin or cotton canvas* will be *immediately* provided. In hot climates, or in warm weather generally, the *naked* feet are preferred.

The terrible effect of the explosion of a magazine or shell-room, ashore or on board ship, can only be imagined. Ta avert it by every human precaution is an imperative duty with every one. The bureau therefore desires that, immediately upon the receipt of this circular, the inspectors of ordnance on shore, and the commanders of *all* vessels afloat, will cause it and the existing powder regulations to be read, and copies placed within the reach of every officer and man connected in the remotest degree with the service of the magazine and shell-rooms; and no officer or other person is to be continued in such service who cannot, within a reasonable time after the reception of this circular, answer, clearly and fully, any questions relating to its requirements, and those of the existing powder regulations, as contained in the "Ordnance Instructions."

Inspectors of ordnance and commanders of vessels will immediately acknowledge the receipt of this circular, and report *when its provisions have been attended to by them, respectively.*

H. A. WISE,
Chief of Bureau, ad interim.

Fully aware of the great responsibility which rests upon the bureau to do everything in its power to protect this species of public property from loss, and at the same time to guard the lives and estates of our citizens from destruction, I now desire most earnestly to recommend to the consideration of the department and of Congress the necessity of removing as soon as possible these large quantities of powder and nitre from their present localities, and establishing depots at the north, east, west, and interior, placing them, however, near our principal railways and water-courses.

Whenever the necessary appropriation for this object shall have been made, the bureau will be ready, with the information and data now in its possession, to proceed immediately with the erection of suitable buildings and the removal thereto of these terrible agents, which are passive and harmless enough when undisturbed, but inconceivably destructive when aroused.

The importance of this subject will be sufficiently felt by reflecting on the terrific consequences of the explosion of five hundred tons of gunpowder in the vicinity of a city like Boston, New York, or Philadelphia. Words can hardly do justice to the disastrous effects of such an event. It would level spire and dome with the earth, and shake either of those cities to their very foundations. By an explosion of a far less quantity of powder than that named, an entire quarter of the city of Leyden was destroyed in 1807, and 150 persons perished in the ruins.

CONCLUSION.

It will be seen from the foregoing brief and imperfect account of the state of our naval ordnance at the commencement of the rebellion, and of its present condition, how great an advance has been made in placing it not only on a footing commensurate with our present necessities, but also in preparing it for further and more extended operations; and it may be said that in general efficiency it now equals, and, in some respects, far excels the ordnance of any other navy. The record of its rapid progress during the past two years from comparative weakness in numbers and appointments to power and unrivalled excellence, is but another evidence of the vast resources of the loyal States, and of the skill, energy, and patriotism of their inhabitants.

Could we by any possibility return to our former *status* before secession, this increase of strength to the right arm of our national defence might be considered sufficient; but it is evident that we must not pause in the work of preparation for the future, or fail to make ample provision for all emergencies. Profiting by the lessons of the past, we must not permit ourselves to be again embarrassed by a neglect of proper precautions.

To this end the estimates herewith presented are intended not only to meet the requirements of the ordnance *at present*, but also to keep pace with the contemplated increase of our navy. The data upon which they are based have been carefully gathered from the expenditure of the past, and the several amounts are considered to be by no means beyond the necessities of the times.

The item for experimental practice is believed to be highly important, in order that the bureau may have the means of testing the improvements which are submitted frequently for its adoption. This has ever been one of the many labors connected with this department, requiring patience, coolness, and judgment, together with the exercise of great discretion in order to guard the interests of the government and prevent useless expenditure. Every facility, however, has been afforded for testing any invention of new, or modification of old and established ideas in gunnery; and the bureau will always be found ready and willing to continue this policy, and to try anything which is not manifestly visionary and absurd in its nature.

Finally, in this closing paragraph of my report, I desire to acknowledge, in the strongest terms, the assistance which this bureau has received from the ordnance bureau of the army, and the uniform courtesy with which it has been rendered. Without such assistance, the duty of providing ordnance, small arms, projectiles—in fact, many things for our naval operations, would have been more onerous and embarrassing, and in several instances our efforts to obtain such supplies would have been unavailing. The navy ordnance, however, has not been forgetful of its reciprocal duties, and it has frequently had the pleasure of aiding the army with munitions and guns. Thus co-operating and sustaining each other, we may look back with pride upon the past, and gather fresh impulses to our zeal in the national defence.

I have the honor to be, with high respect, your most obedient servant,

H. A. WISE,
Chief of Bureau ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy.

mate of appropriations under the cognizance of the Bureau of Ordnance, Navy Department, required for the service of the fiscal year ending June 30, 1865.

Heads or titles of appropriations.	Estimates of appropriations required for the service of fiscal year ending June 30, 1865.	Appropriations for the fiscal year June 30, 1864.
For pay and contingent expenses of the bureau, (A)	$17,220 00	$17,220 00
For pay of the navy, (B)	42,885 00	38,020 00
For ordnance, ordnance stores, and other ordnance purposes, (C)	8,300,000 00	6,300,000 00
For ordnance buildings, magazines, &c., (D,) at		
Portsmouth	20,050 00	These estimates have been heretofore made by the Bureau of Yards and Docks.
Boston	73,439 00	
New York	52,000 00	
Philadelphia	8,163 00	
Washington	79,000 00	
Mare island	71,294 00	
For pay of photographer, (E)	300 00	300 00
	8,664,351 00	
For proposed increase in salary of one clerk and one draughtsman, (supplement to A)	750 00	
For proposed salaries of clerks in Ordnance department of navy yards, (F)	11,000 00	
Deficiency:		
For amount required to meet deficiency for the year 1863–'64, (G)	2,740,000 00	
	11,416,101 00	

BUREAU OF ORDNANCE, *October* 1, 1863.

H. A WISE, *Chief of Bureau, ad interim.*

A.

Estimate of the amount required for the support of the Bureau of Ordnance for the year ending June 30, 1865.

For salary of chief of bureau, per act of July 5, 1862, pamphlet edition of laws, section 2, page 510	$3,500 00
For salary of assistant, per act of July 5, 1862, pamphlet edition of laws, section 3, page 511	3,000 00
For salary of chief clerk, per act of February 25, 1863, pamphlet edition of laws, section 2, page 695	1,800 00
For salaries of four second class clerks and one draughtsman, at $1,400 each, per act of July 5, 1862, section 3, page 511, pamphlet edition of laws, and act of February 25, 1863, section 2, page 695	7,000 00
For salary of messenger, per act of July 5, 1862, pamphlet edition of laws, section 3, page 511	840 00
For salary of two laborers, per act of July 5, 1862, pamphlet edition of laws, section 3, page 511	1,080 00
	17,220 00
Appropriated for year ending June 30, 1864	17,220 00

CONTINGENT EXPENSES.

For blank books, stationery, and miscellaneous items	$1,000 00
Appropriated for year ending June 30, 1864	1,000 00

—

Supplement to A.

For increase of salary of one second class clerkship	$350 00
For increase of salary of draughtsman	400 00
	750 00

This increase in the salary of one of the clerkships is asked for to enable the bureau to secure the services of a person skilled in ordnance, which is essential in carrying on the clerical work of this bureau, and the pay asked for is the lowest at which such a clerk can be reasonably obtained.

The increase in the salary of the draughtsman is asked for for the following reasons: There was formerly a lithographer attached to the Bureau of Ordnance, at a salary of $900 per annum, whose services have been dispensed with, and all his work has for several years been done by the draughtsman without any compensation, and out of the regular office hours. This work has been, of late, very considerable, increasing with the greatly increased business of the bureau incident to the introduction of new guns, new projectiles, and various implements connected with ordnance, the number of drawings increasing so

rapidly as to require much additional time and labor to keep record of them, and to furnish the constantly needed information relative thereto.

The draughtsman of this bureau is also called upon to make all drawings required by the Navy Department proper, thereby increasing his already onerous duties.

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1865.

For six assistant inspectors at foundries, to supervise casting cannon, viz:		
Two commodores	$3,200	$6,400 00
Two captains	2,800	5,600 00
One lieutenant commander	1,875	1,875 00
For ordnance officers at the Portsmouth, Boston, New York, Philadelphia, and Mare island navy yards, Washington ordnance yard, Fortress Monroe, and the western waters, viz:		
One commodore	3,200	3,200 00
Two captains	2,800	5,600 00
Four commanders	2,240	8,960 00
Six lieutenant commanders	1,875	11,250 00
		42,885 00
Appropriated for year ending June 30, 1864		38,020 00

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

C.

Estimate of the amounts that will be required for ordnance and ordnance stores, for labor and for contingent, for the year ending June 30, 1865.

1. For heavy cannon of all descriptions, field and boat howitzers, gun-carriages, shot, shell, magazine and laboratory stores, and equipments of all kinds	$4,200,000 00
2. For cannon and musket powder	750,000 00
3. For purchase of nitre	1,000,000 00
4. For small arms, equipments, and ammunition	400,000 00
5. For labor at navy yards, besides that included above in cost of articles	1,100,000 00

6. For freight, transportation, books, inspecting instruments, watchmen, assistance in fabrication and inspection of guns, and contingent expenses of all kinds	400,000 00
7. Fuel for ordnance foundry shops and four ordnance steamers	50,000 00
8. For experimental purposes in ordnance	250,000 00
9. For ordnance purposes not above enumerated	150,000 00
	8,300,000 00

Remarks on Estimate C.

Item 1.—This estimate (4,200,000) is based on the expenditures of the last year, (1862–'63,) which were $4,173,482, and is the lowest estimate which can be safely made. The appropriation for the current year, 1863–'64, of $3,000,000, will not meet the expenditures.

Item 2.—The same as appropriated for the current year 1863–'64.

Item 3.—The same as appropriated for the current year 1863–'64.

Item 4.—This estimate, $400,000, is based on the expenditures of last year, which were $346,936, which was smaller than will probably be required during the next year, there having been but few deliveries of small arms (under the existing contracts) during the past year. The appropriation for the current year is $250,000, and will not meet the expenditures.

Item 5.—This estimate, $1,100,000, is based on the expenditures of the last year, which were $1,058,854. The appropriation for the current year is but $900,000, and will not meet the expenditures.

Item 6.—This estimate, $400,000, is based on the expenditures of the last year, which were $390,076. The appropriation for the current year is but $250,000, and will not meet the expenditures.

Item 7.—This estimate has heretofore been made by the Bureau of Yards and Docks.

Item 8.—This is a new estimate, but one which the exigencies of the service demand, and the amount is fixed as low as can be prudently estimated for the purposes required.

Item 9.—This estimate is the same as appropriated for the current year 1863–'64.

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

D.

Estimate of the amounts that will be required for ordnance buildings and magazines, additions and repairs thereto, and for machinery, tools, &c., required in the same.

PORTSMOUTH.

For howitzer and gun equipment shed	$5,000
For machinery for ordnance building, and for fitting and furnishing new wing of ordnance building	8,050
For grading grounds for repairs of ordnance buildings and railways	7,000
	20,050

BOSTON.

For quarters for ordnance officers	$10,000
For repairs of magazine and shell houses at Chelsea, and powder boat	1,298
For repairs of ordnance store, shell houses, and gun and shot parks at the yard	1,650
For tools for gun-carriage shop	500
For completing ordnance store	60,000
	73,448

NEW YORK.

For quarters for ordnance officers	$10,000
For machinery for repairing small arms	15,000
For repairs to wharves and track at Ellis island	2,000
For sea-wall on north side of Ellis island	4,500
For repairs on magazine at Ellis island	2,500
For dredging at Ellis island	3,000
For repairs of all kinds	15,000
	52,000

PHILADELPHIA.

For repairs and alterations of ordnance storehouse and office	1,023
For machinery and tools in ordnance workshop	3,500
For magazine, wharf buildings, and grounds	3,640
	8,163

WASHINGTON.

For quarters for ordnance officers	$10,000
For repairs and improvements of the magazine, ordnance buildings, and grounds of the ordnance yard	11,000
For erecting temporary sheds	3,000
Additional ordnance machinery	5,000
For continuing new ordnance foundry	50,000
	79,000

MARE ISLAND, CALIFORNIA.

For brick wall to enclose magazine grounds	$29,926
For two small magazines at north end of the yard	3,865
For enlargement of shell house	13,803
For preparing gun park, and building skids, shot-beds, &c	6,000
For machinery, tools, &c., for ordnance shop	3,000
For piling and preparing foundation of north wing of ordnance building	12,000
For repairs on magazine buildings and pile wharf	2,700
	71,294

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

E.

For pay of photographer for the fiscal year ending June 30, 1865..... $300

This appropriation is the same as made last year.

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

F.

Estimate of the amounts required for the pay of clerks proposed to be employed in the Ordnance department of the navy yards for the year ending June 30, 1865.

PORTSMOUTH.

For salary of one clerk.....	$1,000

BOSTON.

For salary of one clerk, (first).....	1,200
For salary of one clerk, (second).....	1,000

NEW YORK.

For salary of one clerk, (first).....	1,200
For salary of one clerk, (second).....	1,000

PHILADELPHIA.

For salary of one clerk.....	1,000

WASHINGTON.

For salary of one clerk, (principal).....	1,800
For salary of one clerk, (second).....	1,000
For salary of one draughtsman.....	1,800
	11,000

The clerks now employed in the Ordnance department at the navy yards are receiving only per diem pay. But the clerical duties of these positions have become so arduous and responsible under the increased dimensions of the navy that the above-named salaries are considered the lowest terms for which competent persons can be obtained.

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

G.

Estimate of the amount which will be required to meet the deficiency in the appropriation for ordnance, ordnance stores, &c., (Estimate C,) for the current fiscal year ending June 30, 1864.

For heavy cannon of all descriptions, field and boat howitzers, gun-carriages, shot, shell, magazine and laboratory stores, and equipments of all kinds	$1,200,000
For small arms, ammunition and equipments	150,000
For labor at navy yards	200,000
For freight, transportation, books, inspecting instruments, watchmen, assistance in fabrication and inspection of guns, and contingent expenses of all kinds	150,000
For amount deficient in the appropriation of the fiscal year 1862–'63, and which has been taken from the appropriation of the current year 1863–'64	1,040,000
	2,740,000

It will be seen by the above estimate that the appropriations for 1862–'63 were $1,040,000 less than the expenditures, and that the appropriation for 1863–'64 will be $1,700,000 less than the expenditures, making an aggregate of $2,740,000. It is highly important that this deficiency should be supplied, to enable the bureau to meet the necessary expenses of the current year. By reference to remarks under Estimate C it will be seen that the deficiency of the current year is based on the expenditures of the last year.

H. A. WISE,
Chief of Bureau, ad interim.

BUREAU OF ORDNANCE, *October* 1, 1863.

H.

Statement of cost or estimated value of stores on hand at the several navy yards July 1, 1862; *of articles received and expended from June* 30, 1862, *to June* 30, 1863; *and of those remaining on hand July* 1, 1863, *which are under the direction of the Bureau of Ordnance.*

Navy yards.	On hand July 1, 1862.	Receipts.	Expenditures.	On hand July 1, 1863.
Portsmouth	$266,811 14	$673,158 87	$586,229 81	$353,740 20
Boston	670,445 45	2,050,762 28	1,795,086 06	926,121 67
New York	664,140 63	2,009,982 69	1,794,053 16	880,070 16
Philadelphia	217,215 17	683,735 76	572,884 04	328,066 89
Washington	335,232 00	1,053,630 00	1,116,380 00	272,482 00
	2,153,844 39	6,471,269 60	5,864,633 07	2,760,480 92

H. A. WISE, *Chief of Bureau, ad interim.*

BUREAU OF ORDNANCE, *October* 1, 1863.

I.

Statement of the number of days' labor, and cost thereof, from July 1, 1862, to July 1, 1863, at the respective navy yards, chargeable to the Bureau of Ordnance.

Navy yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth	43,789½	$80,815 93	$1 84½
Boston	115,750	203,957 15	1 76
New York	59,754	109,374 57	1 83
Philadelphia	62,666	118,580 36	1 89
Washington	317,559	546,126 00	1 72
	599,508½	1,058,854 01	1 76

H. A. WISE, *Chief of Bureau, ad interim.*

BUREAU OF ORDNANCE, *October* 1, 1863.

BUREAU OF CONSTRUCTION, *October* 9, 1863.

SIR: In compliance with your instructions of the 21st July, I have the honor to transmit herewith the estimate, so far as appertains to this bureau, of the amounts which it is believed will be necessary to meet the expenditures of the fiscal year ending June 30, 1865.

Very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 1.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repairs for the fiscal year ending June 30, 1865, as per act of July 5, 1862. Pamphlet form, section 3, page 511.

For salary of chief of bureau	$3,500
For salary of one chief clerk, (fourth class)	1,800
For salary of one draughtsman	1,400
For salary of five clerks, (second class)	7,000
For salary of one clerk, (first class)	1,200
For salary of one messenger	840
For salary of one laborer	600
	16,340

CONTINGENT EXPENSES.

For blank books, binding, stationery and miscellaneous items	1,000
	17,340

No. 2.

Estimate of the amount required for the construction, repair, wear and tear of vessels in commission, purchase and charter of vessels, armored vessels, and incidental expenses, for the fiscal year ending June 30, 1865.

APPROPRIATION FOR CONSTRUCTION AND REPAIR.

For repairs and maintenance of 556 vessels, wear and tear, labor, materials and stores	$13,775,000
For the completion of 16 fast steam screw sloops of war	7,200,000
For the purchase, construction and repairs of vessels, materials and labor, for the western waters	7,000,000
For the purchase and charter of vessels for naval and blockading purposes	4,000,000
For extra labor, expense of repairs, &c., on foreign stations	600,000
	32,575,000

APPROPRIATION FOR ARMORED VESSELS.

For the completion of armored vessels building in navy yards	$3,600,000
For the construction of sea-going iron armored vessels	16,000,000
	19,600,000

APPROPRIATION FOR INCIDENTAL EXPENSES.

For transportation of materials, postage, drawings, &c	$75,000

RECAPITULATION.

Construction and repairs	$32,575,000
Armored vessels	19,600,000
Incidental expenses	75,000
	52,250,000

Statement of cost or estimated value of stores on hand at the several navy yard on July 1, 1862; the value of the receipts and expenditures during the fiscal year ending June 30, 1863, and the value of the stores on hand on June 30, 1863.

Yards.	On hand July 1, 1862.	Received.	Expended.	On hand July 1, 1863.
Portsmouth	$936,658 51	$667,215 56	$834,879 95	$768,994 12
Boston	1,372,964 37	----------	----------	----------
New York	1,687,536 06	1,554,678 74	1,658,012 48	1,584,202 32
Philadelphia	585,294 14	651,862 72	659,114 60	578,042 26
Washington	360,666 97	----------	----------	----------
Norfolk	----------	----------	----------	----------
Warrington	----------	23,896 37	4,644 05	19,252 32

Statement of the number of days' labor, and its cost, from July 1, 1862, *to June* 30, 1863, *for the respective navy yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.*

Navy yards.	No. of days' labor.	Cost of labor.	Average per diem.
Kittery	318,843¼	$590,719 04	$1 85⅓
Charlestown	620,703½	1,176,583 52	1 89½
Brooklyn	890,062½	1,827,832 91	2 05
Philadelphia	----------	----------	----------
Washington	154,876½	290,250 53	1 87½
Gosport	----------	----------	----------
Warrington	----------	----------	----------

Estimate of appropriations, under the cognizance of the Bureau of Construction and Repair of the Navy Department, required for the service of the fiscal year ending June 30, 1865.

Heads of appropriations.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimate of balances of appropriations unexpended on June 30, 1864, which may be applied to the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
1. Civil and contingent expenses of the bureau	$17,340		$17,340
2. Completion of side-wheel steamers, hulls, equipment, and machinery			2,800,000
3. Completion of screw steamers			1,500,000
4. Purchase of large steamers			2,600,000
5. Purchase of small steamers and tug-boats			750,000
6. Construction and repairs of vessels			9,298,000
7. Building of additional steamers, repairing of same, charter of vessels, extra labor and materials, and repairs of vessels on foreign stations	32,575,000		15,000,000
8. Maintenance of gunboat fleet			2,160,000
9. Building, repairs, equipment, and machinery, (Mississippi squadron)			3,800,000
10. Increase on cost of materials, (Mississippi squadron)			580,000
11. Completion of armor-clad vessels, (Mississippi squadron)	19,600,000		4,500,000
12. Two armor-plated sea-steamers, of iron, of first class			3,000,000
13. Contingent expenses	75,000		50,000
Total	52,267,340		46,055,340

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair, of February 13, 1863, at the navy yard at Kittery, Maine.

Class No. 4, white-oak plank:

Trickey & Jewett	*$14,250 00
N. H. Coverdale	14,650 00
Wesley, Smith	18,300 00
Lewis Eaton	15,600 00

Class No. 11, white-pine plank and boards:

Trickey & Jewett	*2,715 00
John H. Broughton	3,250 00
G. A. Hammond	2,810 00
George Chesley	2,740 00
D. N. Skillings & Co	3,700 00

Class No. 13, ash plank and boards:

Trickey & Jewett	*1,053 00
D. N. Skillings & Co	1,080 00

Class No. 14, white-ash oars:

John H Broughton	372 00
George T. Vaughan	*324 00
Windsor & Whitney	384 00

Class No. 16, black walnut and cherry:

Trickey & Jewett	*415 00
D. N. Skillings & Co	450 00

Class No. 23, Lignumvitæ:

Jos. L. Savage	760 00
George Adams	778 00
H. J. Collins & Co	*640 00

Class No. 24, brushes:

J. C. Carr	553 57
Jos. L. Savage	*388 10
George Adams	564 42
H. J. Collins & Co	388 30

Class No. 25, iron:

Spalding & Parrott	14,870 00
William E. Coffin & Co	14,482 50
Jos. L. Savage	*13,655 00
George Adams	15,060 00
Henry D. Stover	17,705 00
H. J. Collins & Co	13,810 00

Class No. 26, steel:

Spalding & Parrott	677 00
Jos. L Savage	*450 00
George Adams	652 00
Henry D. Stover	455 00
H. J. Collins & Co	536 00

Class No. 27, iron spikes:

Spalding & Parrott	*$700 00
William E. Coffin & Co	750 00
Jos. L. Savage	850 00
George Adams	950 00
Henry D. Stover	800 00

Class No. 28, iron nails:

John H. Bailey	*174 00
William E. Coffin & Co	439 00
Jos. L. Savage	402 60
George Adams	394 00
Henry D. Stover	614 00
H. J. Collins & Co	450 00

Class No. 30, lead:

John H Bailey	*4,224 00
Jos. L. Savage	4,710 00
George Adams	5,280 00
H. J. Collins & Co	5,220 00

Class No 31, zinc and tin:

Jos L. Savage	*11,860 00
Henry D. Stover	12,700 00
H. J. Collins & Co	11,940 00

Class No. 33, hardware:

John H. Bailey	*1,052 00
Jos. L. Savage	1,295 00
H. J. Collins & Co	1,903 00

Class No 34, tools for stores:

Jos. L. Savage	*730 65
H. J. Collins & Co	736 40

Class No. 36, white lead:

John H Bailey	*218 00
Jos. L. Savage	250 00
George Adams	300 00
H. D. Stover	400 00
H. J. Collins & Co	273 80

Class No. 37, zinc paints:

John H. Bailey	49 00
Jos. L. Savage	*47 50
George Adams	80 00
H. D. Stover	125 00
H. J. Collins & Co	49 25

Class No. 38, colored paints, dryer:

John H Bailey	*102 00
Jos. L Savage	194 00
George Adams	153 00
H. J. Collins & Co	118 00

*Accepted.

Class No. 39, linseed oil, turpentine, varnish, &c.:

John H. Bailey	$665 00
Jos. L Savage	680 00
George Adams	*560 00
H. J. Collins & Co.	647 50

Class No. 41, glass:

John H Bailey	518 00
Jos. L. Savage	*437 50
George Adams	1,500 00
H. J. Collins & Co	1,200 00

Class No. 44, oil, tallow, soap, &c.:

Jos. L. Savage	$373 00
George Adams	354 50
H. D. Stover	339 00
Zibeon Southard	*310 00
H. J. Collins & Co	320 40

Class No. 46, miscellaneous dry goods, hair cloth, &c.

John H. Bailey	*198 90
H. J. Collins & Co	336 00

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair, of February 13, 1863, at the navy yard at Charlestown, Massachusetts.

Class No. 1, white-oak logs:

Wesley Smith	$20,000 00
N. H. Coverdale	17,250 00
Trickey & Jewett	*17,000 00

Class No. 3, white-oak promiscuous timber:

N. H. Coverdale	13,500 00
Trickey & Jewett	*13,200 00

Class No. 4, white-oak plank:

William M. Shakespear	12,000 00
Wesley Smith	14,400 00
N. H. Coverdale	11,250 00
Trickey & Jewett	*11,000 00

Class No. 11, white-pine logs, plank, and boards:

Flint & Hall	5,000 00
Trickey & Jewett	*4,800 00

Class No. 13, ash logs and plank:

Flint & Hall	1,305 00
Trickey & Jewett	*1,270 00

Class No. 24, brushes:

C. W. Scofield	507 50
Burnet Forbes	439 75
George Adams	593 15
Smith Brothers & Co	552 25
H. J. Collins & Co	*428 00

Class No. 25, iron:

C. W. Scofield	14,100 00
George Adams	14,825 00
William E. Coffin & Co	12,843 75
Smith Brothers & Co	*10,850 00
Henry D. Stover	13,200 00
Oakman & Eldridge	12,650 00
H. J. Collins & Co	13,250 00
Fuller & Dana	12,550 00

Class No. 26, steel:

C. W. Scofield	*$870 00
George Adams	1,050 00
Smith Brothers & Co	890 00
Henry D. Stover	930 00
Oakman & Eldridge	900 00
H. J. Collins & Co	930 00

Class No. 27, iron spikes:

C. W. Scofield	2,400 00
Burnet Forbes	3,000 00
George Adams	2,700 00
William E. Coffin & Co	2,362 50
Henry D. Stover	5,400 00
Oakman & Eldridge	2,100 00
Fuller & Dana	*1,950 00

Class No. 28, iron nails:

C. W. Scofield	578 00
Burnet Forbes	543 00
George Adams	705 50
William E. Coffin & Co	491 00
Smith Brothers & Co	*442 50
Henry D. Stover	550 00
Oakman & Eldridge	528 00
H. J. Collins & Co	916 00

Class No. 30, lead:

C. W. Scofield	†7,000 00
George Adams	7,750 00
Oakman & Eldridge	7,000 00
H. J. Collins & Co	7,200 00

Class No. 31, zinc and tin:

C. W. Scofield	6,495 00
George Adams	6,730 00
Smith Brothers & Co	*5,310 00
Oakman & Eldridge	5,880 00
H. J. Collins & Co	5,810 00

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* Accepted.

† Awarded by lot.

Class No. 36, white lead :

C. W. Scofield	$1,087 50
Burnet Forbes	1,500 00
George Adams	1,300 00
H. J. Collins & Co	1,340 00
Banker & Carpenter	*1,000 00

Class No. 37, zinc paints:

C. W. Scofield	*262 50
Burnet Forbes	540 00
George Adams	510 00
H. J. Collins & Co	288 00
Banker & Carpenter	300 00

Class No. 38, colored paints, dryer:

C. W. Scofield	1,179 00
George Adams	1,089 50
H. J. Collins & Co	1,012 00
Banker & Carpenter	*853 00

Class No. 39, linseed oil, turpentine, and varnish :

C. W. Scofield	6,460 00
Burnet Forbes	$6,150 90
George Adams	6,305 00
H. J. Collins & Co	6,277 50
Banker & Carpenter	*5,662 00

Class No. 41, glass :

C. W. Scofield	1,740 00
George Adams	*1,440 00
H. J. Collins & Co	1,602 00

Class No. 43, pitch and rosin :

C. W. Scofield	*3,240 00
Burnet Forbes	4,430 00
Henry D. Stover	4,450 00
H. J. Collins & Co	†3,220 00

Class No. 44, fish oil, tallow, and soap :

C. W. Scofield	120 00
Burnet Forbes	†90 00
George Adams	110 00
H. D. Stover	100 00
H. J. Collins & Co	*98 50

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of February 13, 1863, at the navy yard at Brooklyn, New York.

Class No. 1, white oak logs:

William M. Shakespear	$34,000 00
James Bigler	*28,750 00
N. H. Coverdale	30,500 00
Wesley Smith	29,000 00
Lewis Eaton	29,000 00

Class No. 2, white oak keel pieces:

William M. Shakespear	1,253 05
James Bigler	*1,187 10
N. H. Coverdale	2,967 75
Wesley Smith	1,292 62
Lewis Eaton	2,110 40

Class No. 3, white oak promiscuous timber:

William M. Shakespear	15,000 00
James Bigler	*14,000 00
N. H. Coverdale	14,800 00
Wesley Smith	19,800 00
Lewis Eaton	17,000 00

Class No. 4, white oak plank:

William M. Shakespear	17,550 00
James Bigler	*17,280 00
N. H. Coverdale	19,330 00
Wesley Smith	18,360 00
Lewis Eaton	21,320 00

Class No. 10, white pine mast timber:

Burnet Forbes	‡$27,960 00
James Bigler	*2,928 00
Wesley Smith	6,588 00
Lewis Eaton	7,320 00

Class No. 11, white pine:

Joseph W. Duryee	26,895 00
James Bigler	22,633 00
Daniel S. Grice	29,357 50
Lewis Eaton	26,805 00
Watson & Pittinger	*22,525 00

Class No. 14, ash oars:

O. R. Ingersoll	2,400 00
Winsor & Whitney	2,400 00
Louis O Southmayd	*1,912 50

Class No 15, hickory buts and handspikes:

Aaron and John Deys	177 00
James Bigler	240 00
Wesley Smith	210 00
Lewis Eaton	300 00
Watson & Pittinger	300 00
Louis O. Southmayd	*123 00
James H. Stark	225 00

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* Accepted. † Rejected as fictitious price. ‡ Rejected for fictitious bids.

Class No. 16, black walnut and cherry:

Joseph W. Duryee	$650 00
James Bigler	650 00
Daniel S. Grice	690 00
Lewis Eaton	1,000 00
Watson & Pittinger	*590 00
James H. Stark	†540 00

Class No. 21, cedar:

James Bigler	900 00
Wesley Smith	*619 80
Lewis Eaton	1,500 00
Watson & Pittinger	680 00
Louis O. Southmayd	780 00
James H. Stark	640 00

Class No. 25, iron, round, flat, and square:

Joseph L. Savage	17,580 00
Henry D. Stover	*16,060 00
H. J. Collins & Co	16,450 00
David W. Weiss	16,610 00

Class No. 26, steel:

Joseph L. Savage	3,310 00
Henry D. Stover	*2,280 00
H. J. Collins & Co	3,328 00
Samuel Mulliken & Co	2,520 00

Class No. 27, iron spikes:

Joseph L. Savage	2,560 00
Henry D. Stover	*2,240 00
Burnet Forbes	‡2,170 00

Class No. 28, iron nails, wrought:

Joseph L. Savage	1,421 00
Henry D. Stover	*1,370 00
H. J. Collins & Co	1,784 00

Class No 30, lead:

Joseph L. Savage	700 00
Edwin W. Barstow	*600 00
Henry D. Stover	1,050 00
Burnet Forbes	787 50
H. J. Collins & Co	800 00

Class No. 31, zinc and tin:

Joseph L. Savage	$4,353 00
Henry D. Stover	*3,481 00
Burnet Forbes	‡3,436 00
H. J. Collins & Co	3,890 00

Class No. 33, hardware:

Joseph L. Savage	§22,585 40

Class No. 34, tools for stores:

Joseph L Savage	*4,807 20
H. J. Collins & Co	4,868 50

Class No. 36, white lead:

Joseph L. Savage	*8,375 00
Burnet Forbes	12,000 00
H. J. Collins & Co	8,400 00

Class No. 37, zinc paint:

Joseph L. Savage	*462 50
Burnet Forbes	900 00
H. J. Collins & Co	480 00

Class No. 38, colored paints, dryers:

Joseph L Savage	1,420 00
Burnet Forbes	‡1,141 00
H. J. Collins & Co	*1,198 00

Class No. 39, linseed oil, turpentine, and varnish:

Joseph L. Savage	*5,580 00
H. J. Collins & Co	5,600 00

Class No. 41, glass:

Joseph L. Savage	*1,278 65

Class No. 44, fish oil, tallow, and soap:

Joseph L Savage	970 00
H. D. Stover	*646 25
Burnet Forbes	‡630 25
H. J. Collins & Co	840 00

Class No 46, miscellaneous dry goods:

Joseph L. Savage	*1,001 10
H. J. Collins & Co	1,014 15

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of February 13, 1863, *at the navy yard at Philadelphia, Pennsylvania.*

Class No. 6, yellow pine plank, stock logs:

William M. Shakespear	*$8,280 00

Class No. 11, white pine logs, plank, boards, &c.:

Lewis Thompson & Co	*8,010 00
James Bigler	$8,014 40
Daniel S. Grice	8,614 50

Class No. 13, ash logs and plank:

Lewis Thompson & Co	824 00
James Bigler	*762 50

*Accepted. †Could not be found. ‡Rejected; fictitious prices. §No contract made; prices too high.

Class No. 16, mahogany, black walnut, &c.:

Lewis Thompson & Co	*$40 00

Class No. 18, locust timber:

Lewis Thompson & Co	*330 00
William M. Shakespear	1,050 00

Class No. 22, lignumvitæ:

Lewis Thompson & Co	*840 00
C. W. Scofield	1,140 00
Richard M. Nichols	876 00

Class No. 24, brushes:

John W. Simes & Son	410 94
Burnet Forbes	†384 36
C. W Scofield	433 20
Grove & Ambruster	460 14
H. J. Collins & Co	*409 30
Charles M. Ghriskey	647 70

Class No. 25, iron, round, flat, square, &c.:

William F. Potts	5,966 00
Burnet Forbes	6,535 00
C. W. Scofield	6,220 00
Henry D. Stover	*5,523 00
H. J. Collins & Co	6,831 00

Class No. 28, iron nails:

Burnet Forbes	495 00
C. W. Scofield	*480 00
Grove & Ambruster	490 00
Henry D. Stover	510 00
H. J. Collins & Co	710 00
Charles M. Ghriskey	600 00

Class No. 33, hardware:

C. W. Scofield	* 10,444 55
Grove & Ambruster	11,738 64
H. J. Collins & Co	14,038 20
Charles M. Ghriskey	10,480 54

Class No. 34, tools for stores:

Burnet Forbes	2,795 67
C. W. Scofield	3,530 89
H. J. Collins & Co	2,828 53
Edwin G Stover	2,796 12
Charles M Ghriskey	*2,535 82

Class No. 36, white lead:

John W. Simes & Son	*350 00
Burnet Forbes	542 50
C. W. Scofield	$411 25
Henry D. Stover	560 00
H. J. Collins & Co	504 00
Charles M. Ghriskey	490 00

Class No. 37, zinc paint, &c.:

John W. Simes & Son	180 00
Burnet Forbes	360 00
C. W. Scofield	*175 00
H. D. Stover	500 00
H. J. Collins & Co	188 00
Charles M. Ghriskey	280 00

Class No. 38, colored paints, dryers, &c.:

John W. Simes & Son	*553 50
Burnet Forbes	2,505 15
C. W. Scofield	844 25
H. J. Collins & Co	870 80

Class No. 39, linseed oil, turpentine, varnish, &c :

John W. Simes & Son	4,874 50
Burnet Forbes	4,512 75
C. W. Scofield	4,724 00
H. D Stover	*4,106 00
H. J. Collins & Co	4,474 00

Class No. 41, glass:

John W. Simes & Son	125 40
C. W. Scofield	*120 00
H. J. Collins & Co	384 00
Charles M. Ghriskey	234 00

Class No. 43, pitch, rosin, &c :

J. W. Simes & Son	973 00
C. W. Scofield	900 00
H. J. Collins & Co	*708 00
Burnet Forbes	1,640 19

Class No. 44, fish oil, tallow, soap, &c.:

Burnet Forbes	270 00
C. W. Scofield	335 00
H. D. Stover	300 00
H. J. Collins & Co	*265 00
Charles M. Ghriskey	322 50

Class No. 46, miscellaneous dry goods:

E. J. Crippen	6,403 00
C. W. Scofield	7,195 54
Charles M. Ghriskey	*1,808 82

*Accepted. †Rejected; fictitious prices.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of February 13, 1863, at the navy yard at Washington, D. C.

Class No. 11, white pine logs:

Joseph L. Savage	*$3,725 00

Class No. 14, ash oars:

Joseph L. Savage	*1,200 00

Class No. 16, locust buts:

Joseph L. Savage	*375 00

Class No. 24, brushes:

H. J. Collins & Co	543 00
Joseph L. Savage	609 00
E. Wheeler	*464 00

Class No. 25, iron:

H. J. Collins & Co	7,840 00
Joseph L. Savage	7,080 00
E. Wheeler	*5,925 00
William E. Coffin & Co	6,913 75
Henry D. Stover	7,505 00

Class No. 26, steel:

H. J. Collins & Co	870 00
Joseph L. Savage	*816 00
E. Wheeler	975 00
Henry D. Stover	995 00

Class No. 33, hardware:

H. J. Collins & Co	9,042 90
Joseph L. Savage	7,138 85
E. Wheeler	*5,631 90

Class No. 38, colored paints:

H. J. Collins & Co	*$585 00

Class No. 39, linseed oil, turpentine, varnish, &c.:

H. J. Collins & Co	*1,363 00
Joseph L. Savage	1,760 00
E. Wheeler	1,564 00

Class No. 41, glass:

Joseph L. Savage	*592,00

Class No. 43, pitch, rosin, tar, &c.:

H. J. Collins & Co	†186 00
Joseph L. Savage	342 00
King & Burchell	*246 00
Henry D. Stover	750 00

Class No. 46, ship chandlery:

H. J. Collins & Co	1,256 00
Joseph L. Savage	*350 60
E. Wheeler	412 00

Class No. 50, chain iron:

Joseph L. Savage	*17,700 00
E. Wheeler	19,200 00
William E. Coffin & Co	20,775 00
Thomas A. Clark	18,825 00

*Accepted. †Rejected; fictitious bid.

Schedule of materials required at the United States navy yard, Kittery, Maine, in 1863.

TRICKEY & JEWETT, Boston. Date of contract, March 27, 1863.

Class No. 4, white oak plank.

100,000 feet, board measure, white oak plank, 4 inches thick	$75 00	per M feet.
50,000 feet, board measure, white oak plank, 3½ inches thick	75 00	per M feet.
20,000 feet, board measure, white oak plank, 5 inches thick	75 00	per M feet.
20,000 feet, board measure, white oak plank, 5½ inches thick	75 00	per M feet.

To be delivered as required.

Class No. 11, white pine plank and boards:

25,000 feet, board measure, white pine boards, 1-inch, No. 2	$37 00	per M feet.
10,000 feet 1-inch white pine boards No. 3	18 00	per M feet.
10,000 feet 3-inch white pine plank, No. 2	37 00	per M feet.
20,000 feet 2-inch white pine plank, No. 2	37 00	per M feet.
25,000 feet 3-inch white pine stage plank, from 35 to 40 feet long, from 10 to 14 inches wide, square edged, and to be free from large knots and shakes	20 00	per M feet.

To be delivered as required.

Class No. 13, ash plank and boards.

6,000 feet, board measure, 3-inch white ash plank, not less than 20 inches in width	$39 00	per M feet.
10,000 feet, board measure, clear white ash plank 2 inches thick	39 00	per M feet.
5,000 feet, board measure, clear white ash plank, 1½ inch thick	39 00	per M feet.
3,000 feet 1-inch white ash boards, clear	39 00	per M feet.
3,000 feet 1¼ inch white ash boards, clear	39 00	per M feet.

To be delivered as required.

GEORGE T. VAUGHAN, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 14, white ash oars.

300 best quality white ash oars, from 12 to 18 feet long, per sample, say 4,800 feet	$0 06¾	per foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, March 27, 1863.

Class No. 16, black walnut and cherry.

2,000 feet 2-inch cherry plank	$60 00	per M feet.
3,000 feet 1-inch black walnut boards	60 00	per M feet.
1,000 feet 1-inch cherry boards	50 00	per M feet.
1,000 feet 7-inch black walnut plank	65 00	per M feet.

To be delivered as required.

H. J. COLLINS & Co., New York. Date of contract, March 27, 1863.

Class No. 23, lignumvitæ.

4 tons, 5 to 8 inches	$60 00	per ton.
4 tons, 8 to 12 inches	65 00	per ton.
2 tons, 12 to 16 inches	70 00	per ton.

To be delivered as required.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 24, brushes.

50 clamp brushes	$0 40	each.
200 hand scrubbing brushes	15	each.
25 tar brushes, short handles	40	each.

250 whitewash brushes	$0	80	each.
24 painters' dusting brushes		40	each.
16 varnish brushes		60	each.
30 paint brushes, 00		50	each.
30 paint brushes, 000		60	each.
30 paint brushes, 0000		70	each.
30 paint brushes, 00000		80	each.
12 sash tool brushes		20	each.
30 camels' hair brushes		10	each.
6 glue brushes		25	each.
24 fine brushes, per samples	1	00	each.

To be delivered as required.

Class No. 25, iron.

108,000 pounds best American refined round iron, from $\frac{5}{16}$ to 6 inches diameter	$0	06	per pound.
37,000 pounds square hammered iron, from 3 inches to 6 inches		06	per pound.
8,000 pounds best hammered flat iron, from 2 by $\frac{1}{2}$ inch to $5\frac{1}{2}$ by $1\frac{1}{2}$ inch		06	per pound.
75,000 pounds best American refined flat iron, $1\frac{1}{2}$ by $\frac{1}{2}$ inch to 6 by 1 inch		$05\frac{1}{2}$	per pound.
3,500 pounds Norway iron, from 1 by $\frac{3}{16}$ inch to 2 by $\frac{1}{2}$ inch		10	per pound.

To be delivered as required.

Class No. 26, steel.

300 pounds extra cast steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches square	$0	28	per pound.
400 pounds best cast steel, from $\frac{3}{8}$ to 3 inches square		28	per pound.
200 pounds octagon steel, (extra,) from $\frac{1}{2}$ to $2\frac{1}{2}$ inches		28	per pound.
200 pounds German steel		15	per pound.
100 pounds spring steel		18	per pound.
500 pounds Damascus steel, (assorted,)		20	per pound.
500 pounds extra flat steel, from $\frac{1}{2}$ to 2 inches thick, from 1 to 4 inches wide		10	per pound.

To be delivered as required.

SPALDING & PARROT, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 27, iron spikes.

10,000 pounds hand-made wrought-iron spikes, from from $6\frac{1}{2}$ to 8 inches long	$0	07	per pound.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 28, iron nails.

5,000 pounds iron cut nails, from 3*d.* fine to 60*d.*	$0	06	per pound.
500 pounds wrought-iron pressed nails, 6*d.* to 20*d.*		06	per pound.
80 pounds wrought-iron cut nails, $\frac{1}{2}$ to $1\frac{1}{2}$ inch		10	per pound.
100 pounds iron cut finishing nails, from $\frac{1}{2}$ to 2 inch		05	per pound.
500 pounds iron cut finishing nails, from 6*d.* to 10*d.*		06	per pound.
10 M iron gimp tacks, 4 to 8 ounce		10	per pound.

To be delivered as required.

Class No. 30, lead.

3,000 pounds drawn lead pipe	$0 12 8/10	per pound.
30,000 pounds sheet lead	12 8/10	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 31, zinc and tin.

100 pounds antimony	$0 20	per pound.
4,000 pounds sheet zinc	18	per pound.
3,000 pounds Banca tin	70	per pound.
3,000 pounds slab zinc	14	per pound.
10 boxes XX roofing tin	20 00	per box.
20,000 pounds pig copper	42	per pound.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 33, hardware.

300 pounds sheet brass	$0 55	per pound.
220 pounds iron sheave rivets, 3/8 to 4 inches long	10	per pound.
600 pounds brass wire, (assorted)	55	per pound.
200 pounds copper wire	65	per pound.
50 pounds copper hose rivets	70	per pound.
6 dozen pairs 1½-inch brass flap-hinges	2 50	per dozen pair.
18 dozen drawer locks, 2¾-inch, brass	3 00	per dozen.
2 dozen 3-inch flush bolts, 5/8 inch wide, brass	3 00	per dozen.
12 dozen 4-inch mortise locks, white porcelain, furniture complete, all the locks to be spring and tumbler, with brass works. Keys of brass to differ except the drawer locks, which may have three kinds of keys to the dozen	12 00	per dozen.
50 gross brass screws, gimlet points, Nos. 4 to 26, from 1 to 4 inches long	3 00	per gross.
20,000 iron tacks, 4 to 6 ounce	05	per M.

To be delivered as required.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 34, tools for stores.

6 adzes, carpenters'	$2 00	each.
2 adzes, hollow	2 00	each.
2 adzes, coopers'	2 00	each.
2 axes, coopers'	3 00	each.
6 axes, broad	2 50	each.
4 axes, wood	1 50	each.
24 augers, patent	50	each.
1 dozen awls, brad	50	each.
1 dozen awls, wire	50	each.
2 bung-borers	75	each.
4 braces and bits, wood, complete, 48 bits	5 00	per set.
2 anvils, estimated 140 pounds each	15	per pound.

2 braces and bits, wood, coopers', complete, 20 bits.	$3 00	per set.
1 tap-borer	75	each.
2 bevels, steel-tongued	75	each.
2 crows, coopers'	2 00	each.
6 compasses, carpenters'	50	each.
6 compasses, armorers'	50	each.
2 dozen chisels, firmer, assorted	4 00	per dozen.
1 dozen chisels, socket	6 00	per dozen.
6 calipers, 6 to 24 inches	1 00	each.
3 brass dividers	1 00	each.
2 diamonds, glaziers'	6 00	each.
4 dozen nail gimlets, assorted	25	per dozen.
1 dozen spike gimlets, assorted	1 00	per dozen.
½ dozen carpenters' gauges	6 00	per dozen.
1 dozen firmer-gouges, assorted, ¼ to 2 inches	5 00	per dozen.
1 dozen socket-gouges, assorted, ¾ to 3 inches	6 00	per dozen.
4 hammers, rivet-handled	75	each.
25 hammers, claw	60	each.
2 hammers, wrench	1 50	each.
6 hatchets, cast steel	75	each.
3 coopers' marking-irons	50	each.
6 drawing-knives	50	each.
6 putty-knives	50	each.
6 moulding-planes	50	each.
3 long jointer-planes	1 50	each.
3 grooving planes, width of iron ¼ to 1 inch	75	each.
6 short jointer-planes	1 00	each.
6 smoothing-planes, width of iron 1¾ to 2 inches	75	each.
3 long jointers, coopers'	2 00	each.
3 short jointers, coopers'	1 50	each.
3 beading-planes, width of iron ¼ to ¾ inch	50	each.
3 jackplanes	75	each.
3 pincers, assorted	75	each.
4 plyers, assorted, cutting	75	each.
6 rules, 2 feet, double and single jointed	75	each.
6 wood-rasps, assorted	75	each.
4 wood-saws	1 00	each.
18 handsaws	1 00	each.
2 cross-cut saws	4 00	each.
2 hack-saws, with frames	1 50	each.
2 panel-saws	1 00	each.
2 dovetail-saws	1 00	each.
4 compass-saws, 10 to 15 inches	50	each.
3 sash-saws	75	each.
2 keyhole-saws and pads, 6 to 12 inches	50	each.
2 tenon-saws	1 00	each.
2 saw-sets	50	each.
2 bench-screws	50	each.
6 clamp-screws	50	each.
4 spokeshaves	75	each.
6 iron squares, 2 feet	50	each.
4 trying-squares	50	each.
50 ship-scrapers, steel blades	50	each.
6 tinners' shears, No. 2	4 00	each.
6 hand-snips	1 50	each.
4 edging-stakes	2 00	each.

10 pairs scissors	$0	50	each.
12 bench-vices, from 25 pounds to 70 pounds, solid nuts	15	00	each.
6 hand-vices, large size	1	00	each.
10 waffle-irons	1	00	each.
3 grindstones, 120 pounds	10	00	each.
3 oil-stones		50	each.
1 dozen portable bench-vices, 10 to 14 pounds	90	00	per dozen.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 36, white lead.

2,000 pounds pure dry white lead	$0	$10\frac{9}{10}$	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 37, zinc paints.

500 pounds white zinc paint, in oil	$0	$09\frac{1}{2}$	per pound.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 38, colored paints, dryer.

100 pounds red lead, dry	$0	12	per pound.
100 pounds litharge		09	per pound.
2,000 pounds whiting		$1\frac{1}{2}$	per pound.
100 pounds chrome green		18	per pound.
300 pounds French yellow		03	per pound.
10 pounds Indian red		10	per pound.
100 pounds Venetian red		3	per pound.
25 pounds gum shellac		80	per pound.

To be delivered as required.

GEORGE ADAMS, Brooklyn, N. Y. Date of contract, March 30, 1863.

Class No. 39, linseed oil, turpentine, varnish, &c.

200 gallons linseed oil, raw	$2	10	per gallon.
20 gallons Demar varnish	1	50	per gallon.
10 gallons copal varnish	3	00	per gallon.
40 gallons benzine varnish	1	25	per gallon.
30 gallons spirits of wine, 95 per cent. proof	1	00	per gallon.

To be delivered as required.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 41, glass.

50 deck-lights, 9 by $3\frac{1}{2}$ inches thick	$1	00	each.
50 deck-lights, 9 inches diameter, $1\frac{1}{2}$ inch thick	3	75	each.
100 port-lights, 7 inches diameter, $1\frac{1}{2}$ inch thick	2	00	each.

To be delivered as required.

ZIBEON SOUTHARD, Boston. Date of contract, March 25, 1863.

Class No. 44, oil, tallow, soap, &c.

20 gallons neat's-foot oil	$1 15	per gallon.
5 gallons sweet oil, olive	1 10	per gallon.
100 gallons fish oil	1 05	per gallon.
150 pounds best hard brown soap	09	per pound.
120 pounds castile soap	15	per pound.
, 000 pounds pure beef tallow	14½	per pound.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

Class No. 46, miscellaneous dry goods, hair cloth, &c.

55 yards best satinet, per sample	$0 90	per yard.
30 yards cotton velvet, per sample	70	per yard.
40 yards hair cloth, 28 inches wide	1 80	per yard.
100 pounds curled hair	44	per pound.
40 yards black cambric	25	per yard.
4 gross tufts	10	per gross.
40 yards 2-inch webbing	5	per yard.

To be delivered as required.

Schedule of materials required at the United States navy yard, Charlestown, Massachusetts, in 1863.

TRICKEY & JEWETT, Boston. Date of contract, March 27, 1863.

Class No. 1, white oak logs.

25, 000 cubic feet white oak plank stock logs	$0 68	per cubic foot.

To be delivered as required.

Class No. 3, white oak promiscuous timber.

15, 000 feet white oak curved timber	$0 88	per cubic foot.

To be delivered as required.

Class No. 4, white oak plank.

50, 000 feet, board measure, 5-inch white oak plank.	$75 00	per M feet.
50, 000 feet, board measure, 4½-inch white oak plank	70 00	per M feet.
50, 000 feet, board measure, 4-inch white oak plank.	75 00	per M feet.

To be delivered as required.

Class No. 11, white pine logs, plank, and boards.

10, 000 feet, board measure, white pine plank No. 2, from 4 to 6 inches	$40 00	per M feet.
10, 000 feet, board measure, No. 2, white pine plank, from 1¼ to 4 inches	40 00	per M feet.
100, 000 feet, board measure, No. 2, 1-inch white pine boards	40 00	per M feet.

To be delivered as required.

Class No. 13, ash logs and plank.

10,000 feet, board measure, clear white ash boards, 1 inch and under	$40 00	per M feet.
8,000 feet, board measure, clear white ash plank, $1\frac{1}{8}$ to 2 inches	40 00	per M feet.
5,000 feet, board measure, clear white ash plank, $2\frac{1}{8}$ to 5 inches	40 00	per M feet.
500 cubic feet round ash logs, 14 feet long, 14 inches diameter at top end	40	per cubic foot.
5,000 feet, board measure, maple plank, $1\frac{1}{2}$ inches thick	30 00	per M feet.

To be delivered as required.

H. J. Collins & Co., New York. Date of contract, March 27, 1863.

Class No. 24, brushes.

100 whitewash brushes	$0 90	each.
50 hand dusting brushes	50	each.
50 painters' dusting brushes	40	each.
25 varnish brushes	60	each.
100 paint brushes, 00	20	each.
100 paint brushes, 000	40	each.
100 paint brushes, 0000	50	each.
100 paint brushes, 00000	60	each.
100 paint brushes, 000000	80	each.
100 sash-tool brushes	26	each.
20 glue brushes	10	each.

To be delivered as required.

Smith Bros. & Co., Boston. Date of contract, March 30, 1863.

Class No. 25, iron.

50,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches	$0 $4\frac{1}{2}$	per pound.
20,000 pounds round iron, from $2\frac{5}{8}$ to 3 inches	$4\frac{1}{4}$	per pound.
20,000 pounds round iron, from $3\frac{1}{4}$ to 7 inches	$5\frac{1}{4}$	per pound.
20,000 pounds square iron, from $\frac{1}{2}$ to 2 inches	$4\frac{1}{2}$	per pound.
75,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide	4	per pound.
40,000 pounds sheet iron, Nos. 15 to 25	7	per pound.

To be delivered as required.

C. W. Scofield, New York. Date of contract, March 31, 1863.

Class No. 26, steel.

1,000 pounds cast steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches square	$0 28	per pound.
1,000 pounds cast steel, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches, round	22	per pound.
1,000 pounds shear steel, $\frac{1}{2}$ by 24 inches, flat	22	per pound.
1,000 pounds blister steel, large size	15	per pound.

To be delivered as required.

Fuller & Dana, Boston. Date of contract, March 27, 1863.

Class No. 27, iron spikes.

30,000 pounds wrought iron spikes, from 3 to 10 inches long	$0 $06\frac{1}{2}$	per pound

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, March 30, 1863.

Class No. 28, iron nails, wrought and cut.

1,000 pounds wrought iron clout nails, from ½ to 1½ inch	$0 09	per pound.
4,000 pounds iron cut nails, from 4*d* to 40*d*	05¼	per pound.
1,000 pounds iron cut sheathing nails, 3 inches	05¼	per pound.
1,000 pounds finishing nails, from 1 to 2 inches	07½	per pound.
300 pounds cut brad-head nails, from 4*d* to 10*d*	05	per pound.

To be delivered a required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 30, lead.

20,000 pounds drawn lead pipe, from ½ to 4½ inches diameter	$0 14	per pound.
30,000 pounds sheet lead, from 3 to 20 pounds to the foot	14	per pound.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, March 30, 1863.

Class No. 31, zinc and tin.

5,000 pounds sheet zinc	$0 15	per pound.
5,000 pounds pig zinc	09	per pound.
5,000 pounds Banca tin	57	per pound.
200 pounds brazier's solder	50	per pound.
20 boxes tin plate, XXXD	20 00	per box.
20 boxes tin plate, IXXS.D	20 00	per box.
20 boxes tin plate, 10 by 14 inches, IX	18 00	per box.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 25, 1863.

Class No. 36, white lead.

10,000 pounds pure dry white lead	$0 10	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 37, zinc paints.

3,000 pounds white zinc paint, in oil	08¾	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 25, 1863.

Class No. 38, colored paints, dryer.

5,000 pounds red lead, dry	$0 11	per pound.
600 pounds litharge, dry	11	per pound.
600 pounds French yellow ochre, dry	03	per pound.
50 pounds chrome yellow, dry	15	per pound.

50 pounds chrome green, dry	0 60	per pound.
500 pounds Venetian red, dry, English	03	per pound.
10 pounds Chinese blue, dry	10	per pound.
10 pounds ultramarine, blue, dry	10	per pound.
50 pounds brown manganese	03	per pound.
200 pounds gum shellac	95	per pound.

To be delivered as required.

Class No. 39, linseed oil, turpentine, and varnish.

2,000 gallons linseed oil, (raw)	$1 80	per gallon.
500 gallons spirits of turpentine	3 50	per gallon.
50 gallons copal varnish	3 00	per gallon.
100 gallons spirits of wine, 95 per cent. proof	1 00	per gallon.
20 gallons coach varnish	3 00	per gallon.
20 gallons Japan varnish	10	per gallon.

To be delivered as required.

GEORGE ADAMS, Brooklyn, N. Y. Date of contract, March 30, 1863.

Class No. 41, glass.

6,000 feet double crown glass, sizes as may be required	$0 24	per foot.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 43, pitch and rosin.

50 barrels pitch, each containing not less than 300 pounds	$25 00	per barrel.
50 barrels No. 1 rosin, each containing not less than pounds	34 00	per barrel.
20 qarrels soft, clear turpentine, each containing not less than 280 pounds	10 00	per barrel.
20 barrels coal tar, each containing not less than 30 gallons	4 50	per barrel.

To be delivered as required.

H. J. COLLINS & Co., New York. Date of contract, March 27, 1863.

Class No. 44, fish oil, tallow, and soap.

500 pounds old castile soap	$0 $19\frac{70}{100}$	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Brooklyn, New York, in 1863.

JAMES BIGLER, New York. Date of contract, March 26, 1863.

Class No. 1, white oak logs.

50,000 cubic feet white oak plank stock logs	$0 $57\frac{1}{2}$	per cubic foot.

To be delivered as required

Class No. 2, white oak keel pieces.

12 keel pieces, 46 to 52 feet long, sided 17 inches, moulded 19 inches; estimated to measure 1,319 cubic feet	$0 90	per cubic foot.

To be delivered as required.

Class No. 3, white oak promiscuous timber.

20,000 cubic feet white oak curve timber	$0 70	per cubic foot.

To be delivered as required.

Class No. 4, white oak plank.

15,000 board feet best 3-inch plank	$64 00	per M feet.
25,000 board feet best 3½-inch plank	64 00	per M feet.
30,000 board feet best 4-inch plank	64 00	per M feet.
50,000 board feet best 4½-inch plank	64 00	per M feet.
30,000 board feet best 5-inch plank	64 00	per M feet.
30,000 board feet best 5½-inch plank	64 00	per M feet.
30,000 board feet best 6-inch plank	64 00	per M feet.
30,000 board feet best 6½-inch plank	64 00	per M feet.
30,000 board feet best 7-inch plank	64 00	per M feet.

To be delivered as required.

Class No. 10, white pine mast timber.

4 white pine round spars, 92 feet long, 33 inches diameter at and ⅓ from but, top end 29 inches	Estimated to contain 732 inches, at $4 per inch.
4 white pine round spars, 82 feet long, 33 inches diameter at and ⅓ from but, top end 29 inches	
4 white pine round spars, 80 feet long, 33 inches diameter at and ⅓ from but, top end 29 inches	
4 white pine round spars, 76 feet long, 32 inches diameter at and ⅓ from but, top end 28 inches	
4 white pine round spars, 80 feet long, 26 inches diameter in the middle	
4 white pine round spars, 76 feet long, 26 inches diameter in the middle	

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, March 26, 1863.

Class No. 11, white pine.

5,000 cubic feet white pine logs, No. 2	$0 25	per cubic foot.
75,000 feet, board measure, white pine boards, No. 1, from ½ to 1 inch, inclusive	35 00	per M feet.
150,000 feet, board measure, white pine boards, No. 2, from ½ to 1 inch, inclusive	30 00	per M feet.
75,000 feet, board measure, white pine plank, No. 1, from 1⅛ to 2 inches, inclusive	38 00	per M feet.
30,000 feet, board measure, white pine plank, No. 1, from 2⅛ to 3 inches, inclusive	30 00	per M feet.
2,000 feet, board measure, white pine plank, No. 1, from 3⅛ to 4 inches, inclusive	50 00	per M feet.

90,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2 inches, inclusive	$35 00	per M feet.
23,000 feet, board measure, white pine plank, No. 2, from 2⅛ to 3½ inches, inclusive	40 00	per M feet.
10,000 feet, board measure, white pine box boards	28 00	per M feet.
60,000 feet, board measure, white pine stage plank, 3-inch	28 00	per M feet.
4,000 pieces No. 1 Albany plank	20 00	per piece.
3,000 pieces No. 2 Albany plank	42 00	per piece.
5,000 pieces No. 1 Albany boards	25 00	per piece.
3,000 pieces No. 2 Albany boards	32 00	per piece.

To be delivered as required.

LOUIS O. SOUTHMAYD, New York. Date of contract, March 28, 1863.

Class No. 14, ash oars.

30,000 feet white ash oars, from 10 to 18 feet long	$0 06⅜	per foot.

To be delivered as required.

Class No. 15, hickory buts and handspikes.

300 white heart hickory handspikes, 6 feet long, 4 inches square at but	$0 41	each.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, April 18, 1863.

Class No. 16, black walnut, cherry.

10,000 feet, board measure, black walnut, from 1 to 6 inches thick	$59 00	per M feet.

To be delivered as required.

WESLEY SMITH, New York. Date of contract, March 31, 1863.

Class No. 21, cedar.

20,000 feet, board measure, clear cedar boards and plank, from ⅞ to 1¼ inch	$30 99	per M feet.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, March 30, 1863.

Class No. 25, iron round, flat, and square.

200,000 pounds round iron, from 3/16 to 2½ inches	$0 06	per pound.
10,000 pounds square iron, from ¼ to 2 inches	07	per pound.
5,000 pounds square iron, from 2¼ to 5½ inches	04	per pound.
50,000 pounds flat iron, from ¼ to 1 inch thick, from 1¼ to 9 inches wide	04	per pound.
5,000 pounds flat iron, from 1¼ to 2 inches thick, from 4 to 10 inches wide	06	per pound.
5,000 pounds flat iron, from ⅜ to ⅝ inch thick, from 7 to 12 inches wide	04	per pound.
2,000 pounds wrought iron square nuts (assorted)	18	per pound.
2,000 pounds wrought iron six-sided nuts (assorted)	15	per pound.

To be delivered as required.

Class No. 26, steel.

4,000 pounds extra cast steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches square	$0	20	per pound.
600 pounds extra cast steel, from $2\frac{5}{8}$ to 4 inches square		10	per pound.
4,000 pounds octagon steel, extra, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches square		20	per pound.
400 pounds round steel, $\frac{3}{4}$ to 4 inches		20	per pound.
3,000 pounds extra flat steel, from $\frac{1}{2}$ to 2 inches thick, from 1 to 4 inches wide		18	per pound.

To be delivered as required.

Class No. 27, iron spikes.

12,000 pounds hand-made wrought iron ship spikes, from 4 to 6 inches long	$0	07	per pound.
20,000 pounds hand-made wrought iron ship spikes, from $6\frac{1}{2}$ to 8 inches long		07	per pound.

To be delivered as required.

Class No. 28, iron nails wrought, cut.

100 pounds wrought iron nails, 6*d* to 20*d*	$0	10	per pound.
50 pounds wrought iron nails, 2 to 5 inches long		10	per pound.
50 pounds wrought iron clout nails, $\frac{1}{2}$ to $1\frac{1}{4}$ inch		10	per pound.
2,000 pounds wrought iron boat nails, 4*d* to 40*d*		10	per pound.
10,000 pounds iron cut nails, 4*d* to 40*d*		07	per pound.
1,000 pounds iron cut finishing nails, from $\frac{3}{4}$ to $1\frac{1}{2}$ inch		15	per pound.
3,000 pounds iron brad-headed nails, 4*d* to 10*d*		10	per pound.

To be delivered as required.

Edwin W. Barstow, New York. Date of contract, March 28, 1863.

Class No. 30, lead.

5,000 pounds drawn lead pipe, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches diameter	$0	12	per pound.

To be delivered as required.

Henry D. Stover, New York. Date of contract, March 30, 1863.

Class No. 31, zinc, tin.

2,000 pounds sheet zinc	$0	15	per pound.
10 boxes tin plate, IX, 10 by 14	15	00	per box.
6 boxes tin plate, IXX, 10 by 14	20	00	per box.
6 boxes tin plate, IXX, 14 by 20	16	00	per box.
12 boxes tin plate, IC, 14 by 20	10	00	per box.
4,000 pounds Banca tin		58	per pound.
1,500 pounds spelter solder		25	per pound.

To be delivered as required.

Jos. L. Savage, New York. Date of contract, April 6, 1863.

Class No. 34, tools for stores.

30 adzes, carpenters', handled	$2 50	each.
20 adzes, hollow, handled	2 50	each.
18 adzes, coopers', handled	2 50	each.
18 axes, coopers', handled	2 25	each.
30 axes, broad, handled	2 25	each.
30 axes, wood, handled	1 50	each.
12 axes, pick, with hoe combined	1 50	each.
16 dozen awls, brad, handled	75	per dozen.
16 dozen awls, wire, handled	1 00	per dozen.
14 dozen awls, shoemakers', handled	50	per dozen.
10 anvils, estimated 140 pounds each, say 1,400 pounds	15	per pound.
30 bung-borers	50	each.
20 braces and bits, wood, complete, 120 bits	15 00	per set.
12 braces and bits, coopers', complete, 40 bits	6 00	per set.
20 tap-borers	75	each.
20 bevels, steel-tongued	75	each.
15 crows, coopers'	2 00	each.
6 dozen compasses, carpenters'	3 00	per dozen.
3 dozen compasses, armorers'	3 00	per dozen.
12 dozen chisels, from $\frac{1}{8}$ to 2 inches wide, assorted, handled	4 50	per dozen.
12 dozen chisels, socket, handled, $\frac{3}{4}$ to 3 inches	6 00	per dozen.
10 calipers, 6 to 24 inches	1 00	each.
4 sets alphabetical letters and figures, $\frac{1}{4}$ to $\frac{3}{8}$ inches, steel	5 00	per set.
10 diamonds, glaziers'	6 00	each.
10 dividers, assorted	50	each.
20 dozen taper files, 3 to 4 inch, equal to Stubbs's	4 50	per dozen.
40 dozen taper files, 5 to 6 inch, equal to Stubbs's	2 00	per dozen.
18 dozen files, whipsaw, $\frac{5}{16}$ inch	2 00	per dozen.
12 dozen files, rat-tail, assorted	3 00	per dozen.
36 dozen nail gimlets	20	per dozen.
10 dozen spike gimlets	1 00	per dozen.
4 dozen carpenters' gauges	1 50	per dozen.
12 dozen firmer gouges, handled, assorted, $\frac{1}{4}$ to 2 inch	4 50	per dozen.
12 dozen socket gouges, handled, assorted, $\frac{3}{4}$ to 3 inch	5 00	per dozen.
30 hammers, tinners,' handled	1 00	each.
20 hammers, saddlers,' handled	75	each.
20 hammers, coopers,' handled	75	each.
50 hammers, rivet, handled	75	each.
200 hammers, claw, handled	60	each.
30 hammers, coppersmiths,' handled	3 00	each.
50 hatchets, cast steel, handled	75	each.
10 coopers' marking-irons	2 75	each.
20 drawing-knives	50	each.
10 drawing-knives, coopers'	75	each.
20 putty knives	25	each.
10 pitch kettles, 16 to 20 inches diameter at top	15 00	each.
10 glue kettles	2 00	each.
10 iron pitch ladles	2 50	each.

10 ploughs, 40 bits	$15 00	each.
10 long jointer planes	1 50	each.
10 grooving planes, width of iron ¼ to 1 inch	50	each.
20 short jointer planes	1 00	each.
20 smoothing planes	75	each.
10 long jointers, coopers'	4 00	each.
10 short jointers, coopers'	1 50	each.
30 beading planes, width of iron ¼ to ¾ inch	50	each.
40 jackplanes	60	each.
20 pincers, assorted	50	each.
20 plyers, cutting and assorted	50	each.
20 rules, 2-feet, double and single jointed	60	each.
30 wood-rasps, assorted	50	each.
20 wood-saws	75	each.
30 handsaws	1 00	each.
10 hand hacksaws	1 75	each.
10 hacksaws, with frame	1 50	each.
10 hacksaw blades	50	each.
10 dovetail saws	75	each.
30 compass saws, 10 to 15 inch	50	each.
20 sash-saws	75	each.
20 keyhole saws and pads, 6 to 12 inch	50	each.
20 tenon-saws	1 00	each.
10 saw-sets	50	each.
10 bench-screws	50	each.
10 clamp-screws	50	each.
10 jack screws, 2½ to 3 feet, equal to Ballard's	120 00	each.
20 spoke-shaves	50	each.
10 bucket-shaves, coopers'	75	each.
10 can-shaves, coopers'	75	each.
10 in-shaves, coopers'	75	each.
20 iron squares, 2-feet	50	each.
20 trying-squares	50	each.
10 steel shovels	1 00	each.
200 ship-scrapers, steel blades, handled	45	each.
10 tinners' shears	4 00	each.
10 hand-shears	2 25	each.
10 edging-stakes	2 00	each.
10 planishing-stakes	3 00	each.
10 screw plates and taps, large size	10 00	each.
10 screw plates and taps, small size	6 00	each.
10 bench-vices, 3½ to 5½ inch jaws, say 1,200 pounds	20	per pound.
10 hand-vices	60	each.
10 dozen screw-wrenches, from 6 to 24 inches, equal to Phillips's American	12 00	per dozen.
20 oil-stones, say 30 pounds	25	per pound.
10 paint stones and mullers	5 00	each.

To be delivered as required.

Class No. 36, white lead.

50,000 pounds pure dry white lead	$0 13	per pound.
15,000 pounds pure white lead, in oil, in 25 and 50 pound kegs	12½	per pound.

To be delivered as required.

Class, No. 37, zinc paint.

5,000 pounds white zinc paint, in oil	$0 09¼	per pound.

To be delivered as required.

H. J. Collins & Co., New York. Date of contract, March 27, 1863.

Class No. 38, colored paints, dryers.

3,000 pounds red lead, dry	$0 14½	per pound.
3,000 pounds litharge, dry	14½	per pound.
1,500 pounds chrome green, dry	20	per pound.
100 pounds brown manganese	03	per pound.
250 pounds patent dryer	10	per pound.

To be delivered as required.

Jos. L. Savage, New York. Date of contract April 6, 1863.

Class No. 39, linseed oil, turpentine, varnish.

2,000 gallons linseed oil, raw	$1 93	per gallon.
400 gallons spirits turpentine	3 80	per gallon.
50 gallons Demar varnish	4 00	per gallon.

To be delivered as required.

Class No. 41, glass.

150 lights, 9 by 12 inches, double thick crown glass	$0 14	per light.
100 lights, 10 by 12 do. do.	16	per light.
75 lights, 10 by 14 do. do.	16	per light.
25 lights, 10 by 16 do. do.	20	per light.
25 lights, 12 by 12 do. do.	20	per light.
25 lights, 12 by 14 do. do.	20	per light.
37 lights, 12 by 16 do. do.	20	per light.
50 lights, 14 by 18 do. do.	25	per light.
25 lights, 14 by 20 do. do.	25	per light.
25 lights, 16 by 24 do. do.	30	per light.
20 lights, 24 by 30 do. do.	50	per light.
24 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	20 00	each.
10 deck-lights, 10 by 3	1 00	each.
10 deck-lights, 7-inch	60	each.
50 dozen hexagon deck-lights, 3-inch	17 50	per dozen.

Henry D. Stover, New York. Date of contract, March 30, 1863.

Class No. 44, fish oil, tallow, soap.

2,000 pounds pure beef tallow	$0 12	per pound.
500 gallons fish oil	80	per gallon.
25 gallons sweet oil, (olive)	25	per gallon.

To be delivered as required.

Jos. L. Savage, New York. Date of contract, April 6, 1863.

Class No. 46, miscellaneous dry goods, hair cloth, and ship chandlery.

50 yards broadcloth	$3 00	per yard.
20 yards enamelled cloth	1 00	per yard.
18 yards fearnought	2 00	per yard.

10 yards green baize	$1 25	per yard.
10 pounds black thread	2 00	per pound.
10 pounds white thread	2 00	per pound.
150 yards black gimp	10	per yard.
4 pieces carpet binding	50	per piece.
6 pounds sewing twine	80	per pound.
6 pounds seine twine	80	per pound.
50 yards hair cloth, 30-inch	1 50	per yard.
50 yards hair cloth, 24-inch	1 50	per yard.
10 gross black frogs	50	per gross.
400 pounds curled hair	50	per pound.
50 pounds sash-cord, white	80	per pound.
200 pounds best white glue	40	per pound.
30 reams sand-paper, assorted	4 00	per ream.
4 reams wrapping paper	5 00	per ream.
5 pounds pumice-stone	20	per pound.
100 pounds thrums	1 00	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Philadelphia, in 1863.

Wm. M. Shakespear, Dover, Delaware. Date of contract, March 26, 1863.

Class No. 6, yellow pine plank, stock logs.

80,000 board feet yellow pine deck plank, $4\frac{1}{8}$ by $6\frac{1}{2}$ inches	$75 00	per M feet.
15,000 board feet yellow pine deck plank, $3\frac{1}{8}$ by 6 inches	75 00	per M feet.
15,000 board feet yellow pine deck plank, $2\frac{5}{8}$ by 6 inches	75 00	per M feet.
400 board feet yellow pine plank, 2 to 5 inches	75 00	per M feet.

To be delivered as required.

Louis Thompson & Co., Philadelphia. Date of contract, March 30, 1863.

Class No. 11, white pine logs, plank, boards, &c.

33,000 board feet $\frac{5}{8}$ to 1-inch panel boards, 11 to 24 inches wide	$40 00	per M feet.
50,000 board feet $1\frac{1}{4}$ to 4-inch panel plank, 11 to 24 inches wide	45 00	per M feet.
10,000 board feet $\frac{5}{8}$ to 1-inch, 1st common boards	35 00	per M feet.
20,000 board feet $1\frac{1}{4}$ to 4 inch, 1st common plank	35 00	per M feet.
10,000 board feet $\frac{5}{8}$ to 1-inch, 2d common boards	25 00	per M feet.
20,000 board feet $1\frac{1}{4}$ to 4-inch, 2d common plank	27 00	per M feet.
800 board feet 2-inch white pine plank	25 00	per M feet.
50,000 board feet white pine deck plank, 3 by 6 inches	43 00	per M feet.
10,000 board feet white pine deck plank, $2\frac{1}{2}$ by 6 inches	43 00	per M feet.

To be delivered as required.

JAMES BIGLER, New York. Date of contract, March 26, 1863.

Class No. 13, ash logs and plank.

300	board feet 1-inch ash boards	$38 00	per M feet.
20, 300	board feet 1 to 3 inch ash plank	37 00	per M feet.

To be delivered as required.

LOUIS THOMPSON & Co., Philadelphia. Date of contract, March 30, 1863.

Class No. 16, mahogany, black walnut, cherry, &c.

500	board feet walnut veneers	$40 00	per M feet.
500	board feet maple veneers	40 00	per M feet.

To be delivered as required.

Class No. 18, locust timber.

15, 000	locust treenails, 18 to 20 inches long	$22 00	per M feet.

To be delivered as required.

Class No. 22, lignumvitæ.

6	tons lignumvitæ, 3 to 5 inches diameter	$30 00	per ton.
6	tons lignumvitæ, 5 to 9 inches diameter	40 00	per ton.
6	tons lignumvitæ, 9 to 15 inches diameter	70 00	per ton.

To be delivered as required.

H. J. COLLINS & Co., New York. Date of contract, March 27, 1863.

Class No. 24, brushes.

100	whitewash brushes	$0 80	each.
12	dusting brushes	10	each.
12	varnish brushes, assorted	10	each.
300	paint brushes	70	each.
50	sash-tool brushes	20	each.
24	camel's hair brushes	10	each.
150	clamp brushes, with blocks and handles	40	each.
150	hand scrub brushes	18	each.
20	tar brushes, long handles	35	each.
30	tar brushes, short handles	35	each.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, March 30, 1863.

Class No. 25, iron, round, flat, square, &c.

2, 000	pounds round iron, $\frac{3}{16}$ to $\frac{7}{16}$ inch	$0 05	per pound.
50, 000	pounds round iron, $\frac{1}{2}$ to 3 inch	05	per pound.
10, 000	pounds round iron, $3\frac{1}{4}$ to $4\frac{3}{4}$ inch	02	per pound.
5, 000	pounds square iron, $\frac{1}{4}$ to $\frac{7}{16}$ inch	05	per pound.
8, 000	pounds square iron, $\frac{1}{2}$ to 3 inch	05	per pound.
30, 000	pounds flat iron, assorted, from $\frac{1}{4}$ to 2 inches thick, from 1 to 13 inches wide	04	per pound.
500	pounds flat thimble iron, assorted as required.	05	per pound.

10,000	pounds flat hammered iron, assorted as required	$0 06	per pound.
2,000	pounds square hammered iron, assorted as required	04	per pound.
1,000	pounds sheet iron, Nos. 6 to 28	10	per pound.
200	pounds hoop iron	04	per pound.
1,000	pounds saucer rings, from $\frac{1}{2}$ to $1\frac{3}{4}$ inches	06	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 28, iron nails.

2,000	pounds wrought iron nails, 8*d* to 30*d*	$0 09	per pound
5,000	pounds iron cut nails, 3*d* to 40*d*	06	per pound.

To be delivered as required.

Class No. 33, hardware.

3	dozen brass flush bolts, $\frac{1}{2}$ by 3 inches	$3 00	per dozen.
8	dozen brass flush bolts, $\frac{3}{4}$ by 4 inches	3 00	per dozen.
24	segments for bells	75	each.
9	pounds copper burrs	70	per pound.
12	gross japanned buttons, for furniture	75	per gross.
4	dozen socket casters, assorted	6 00	per dozen.
4	dozen sofa casters, assorted	3 00	per dozen.
500	feet jack chains, Nos. 9 to 12	04	per foot.
12	dozen silver-plated escutcheons, assorted	1 50	per dozen.
4	dozen flat porcelain escutcheons, assorted	1 00	per dozen.
6	dozen brass coat and hat hooks, porcelain knobs	3 50	per dozen.
20	dozen brass pantry hooks, assorted	50	per dozen.
6	dozen brass lamp hooks, assorted	1 00	per dozen.
10	dozen brass wardrobe hooks, assorted	50	per dozen.
10	dozen iron wardrobe hooks, assorted	25	per dozen.
20	dozen iron drawer handles, assorted	2 00	per dozen.
72	pairs secretary draw hinges and fastenings, complete	70	per pair.
12	dozen walnut knobs, $\frac{1}{2}$ to 2 inches	25	per dozen.
12	dozen porcelain screw knobs, assorted	1 00	per dozen.
4	dozen brass mortise locks, with porcelain knobs and furniture, R. & L., complete	20 00	per dozen.
1	dozen brass sliding door knobs, with porcelain knobs and furniture, R. & L., complete	1 00	per dozen.
25	dozen brass drawer locks, 3 inches	6 00	per dozen.
8	dozen brass wardrobe locks, 4 inches	7 00	per dozen.
3	dozen brass desk locks, $3\frac{1}{2}$ inches	6 00	per dozen.
8	dozen iron padlocks, assorted sizes	4 00	per dozen.
2	dozen brass dead latches, with knobs, one half with reversed bevels	10 00	per dozen.
2	dozen iron upright rim locks, 5 inches, with porcelain knobs and reverse bevels	9 00	per dozen.
2	pounds escutcheon pins	1 00	per pound.
2	dozen brass flush rings, 2 inches	1 00	per dozen.
50	pounds copper rivets, for boats	75	per pound.

120	pounds iron rivets, Nos. 1 to 12	$0 20	per pound.
2	dozen iron drawer rollers	30	per dozen.
4	dozen brass sash springs	1 00	per dozen.
350	gross brass screws, ½ to 4 inches, Nos. 3 to 24, per sample	6 00	per gross.
250	gross iron screws, ½ to 4 inches, Nos. 3 to 24, per sample	1 00	per gross.
15	papers copper tacks	75	per paper.
200,000	iron tacks, 3 to 18 ounces	10	per M.
12,000	scupper nails	2 00	per M.
1,000	pounds 7-inch composition spikes	40	per pound.
5,000	pounds 8-inch composition spikes	5 00	per pound.
5,000	pounds 8½-inch composition spikes	40	per pound.
6,000	pounds 9-inch composition spikes	40	per pound.
5,000	pounds 10-inch composition spikes	40	per pound.

To be delivered as required.

CHARLES M. GHRISKEY, Philadelphia. Date of contract, March 30, 1863.

Class No. 34, tools for stores.

11	carpenters' adzes	$2 00	each.
2	coopers' adzes	2 00	each.
4	hollow adzes	2 50	each.
8	coopers' axes	2 50	each.
12	broad axes	2 50	each.
60	wood axes	1 35	each.
20	junk axes	1 35	each.
4	dozen patent augers	9 00	per dozen.
2	dozen brad-awls	37	per dozen.
1	dozen wire-awls	40	per dozen.
12	dozen awls, shoemakers', handled	30	per dozen.
6	anvils, (125 pounds each)	12	each.
12	braces and bits, wood (48 bits)	7 00	each.
14	braces and bits, iron (20 bits)	5 00	each.
6	brands for ships' name	2 00	each.
6	bung-borers, 4 inches	4 00	each.
12	tap-borers, 4 inches	37½	each.
10	steel-tongued bevels	50	each.
24	carpenters' compasses	15	each.
12	coopers' compasses, large	50	each.
10	armorers' compasses	2 00	each.
10	calipers	50	each.
10	calipers, smiths'	75	each.
10	glaziers' diamonds	7 00	each.
6	sets dies, letters, and figures, ⅜ inch	6 50	per set.
24	files, 14-inch, flat bastard	75	each.
24	files, 14-inch, fine flat	1 00	each.
6	handsaw files	12	each.
13	half-round bastard files, 15-inch	1 00	each.
144	nail gimlets	03	each.
10	shovels	1 00	each.
10	spades	75	each.
48	socket gouges	1 50	each.
12	gauges	15	each.
12	hammers, saddlers'	50	each.

3 hammers, shoemakers'	$0 20	each.
48 hammers, riveting	37	each.
24 hammers, tinners'	1 00	each.
110 hammers, claw	31	each.
40 hammers, wrench	75	each.
34 hatchets	62	each.
8 marking irons	37	each.
8 beck irons	4 00	each.
8 flagging irons	25	each.
24 drawing knives	1 00	each.
6 hollow knives	90	each.
6 rounding knives	90	each.
20 shoemakers' knives	10	each.
24 pallet knives	40	each.
24 putty knives	20	each.
24 pitch kettles	1 77	each.
12 pitch kettles	2 00	each.
12 tape measures, wired	7 50	each.
12 sets grooving planes	3 30	per set.
18 smoothing planes	90	each.
6 block planes	1 00	each.
18 rabbet planes	60	each.
20 long jointer planes	1 50	each.
32 short jointer planes	1 30	each.
24 jack planes	1 00	each.
24 beading planes	50	each.
24 moulding planes	75	each.
20 plough planes, 8 bits each	4 50	each.
12 pair match planes	1 25	per pair.
34 pincers	40	each.
10 pincers, shoemakers'	30	each.
30 plyers	45	each.
6 screw plates and taps and dies, large	6 00	each.
6 screw plates and taps and dies, small	3 00	each.
30 wood-rasps	60	each.
58 two-feet rules, double jointed	30	each.
36 screwdrivers	20	each.
6 pairs steelyards	50	each.
6 whip saws	5 00	each.
6 handsaws	1 25	each.
6 cross-cut saws	3 00	each.
24 wood saws	60	each.
24 sash saws	1 25	each.
24 panel saws	1 50	each.
34 compass saws	30	each.
22 keyhole saws and pads	50	each.
24 tenon saws	1 25	each.
24 dovetail saws	1 50	each.
12 hack saws	1 00	each.
6 jackscrews	24 00	each.
10 crows	1 00	each.
10 can-shaves	50	each.
22 spoke-shaves	50	each.
10 bucket-shaves	50	each.
10 in-shaves	50	each.
12 oilstones	25	each.

24 clamp screws, wood	$0 25	each.
12 bench screws	75	each.
12 grindstones, mounted	8 00	each.
12 trying squares	40	each.
12 iron squares	30	each.
12 saw-sets	33	each.
12 pairs hand shears	2 00	each.
12 pairs tinners' shears	6 50	each.
24 pair sheep shears	40	each.
6 tinners' edging stakes	3 00	each.
6 iron stakes	3 00	each.
6 planishing stakes	3 00	each.
10 bench vices, small	2 00	each.
22 bench vices, (45 pounds each)	7 00	each.
12 hand vices	50	each.
6 shifting wrenches	3 00	each.

To be delivered as required.

JOHN W. SIMES & SON, Philadelphia. Date of contract, March 30, 1863.

Class No. 36, white lead.

3,500 pounds white lead, in oil	$0 10	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 37, zinc paint, &c.

2,000 pounds zinc paint, in oil	$0 08¾	per pound.

To be delivered as required.

JOHN W. SIMES & SON, Philadelphia. Date of contract, March 30, 1863.

Class No. 38, colored paints, dryer, &c.

2,200 pounds red lead	$0 12	per pound.
2,500 pounds black paint, in oil	05	per pound.
1,000 pounds litharge	11	per pound.
200 pounds chrome green	05	per pound.
15 pounds chrome yellow	05	per pound.
15 pounds Chinese vermilion	1 25	per pound.
50 pounds japan drying	50	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

Class No. 39, linseed oil, turpentine, varnish, &c.

1,400 gallons linseed oil, boiled	$1 50	per gallon.
328 gallons spirits turpentine	2 00	per gallon.
50 gallons outside varnish	2 00	per gallon.
25 gallons copal varnish	2 00	per gallon.
12 barrels soft white turpentine	1 00	per barrel.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

Class No. 41, glass.

12 magazine lenses, 12 inches diameter	$5 00	each.
24 straight deck lights, 3 by 10 inches	2 00	each.
12 patent lights	1 00	each.

To be delivered as required.

H. J. COLLINS & Co., New York. Date of contract, March 27, 1863.

Class No. 43, pitch, rosin, &c.

10 barrels pitch, containing 300 pounds each	$15 00	per barrel.
25 barrels tar, containing 30 gallons each	16 00	per barrel.
15 barrels coal tar, containing 30 gallons each	3 00	per barrel.
11 barrels raw tar, containing 30 gallons each	3 00	per barrel.
4 barrels rosin, containing 300 pounds each	20 00	per barrel.

To be delivered as required.

Class No. 44, fish oil, tallow, soap, &c.

2 barrels tar oil, 30 gallons each	$20 00	per barrel.
10 gallons sweet oil	1 50	per gallon,
90 gallons neat's-foot oil	1 50	per gallon.
500 pounds tallow	15	per pound.

To be delivered as required.

CHARLES M. GHRISKEY, Philadelphia. Date of contract, March 30, 1863.

Class No. 46, miscellaneous dry goods, hair cloth, and ship chandlery for construction.

72 yards black gimp	$0 6	per yard.
24 yards black broadcloth	2 75	per yard.
100 yards linen hair cloth, 16 to 34 inches	2 20	per yard.
12 pieces girting	1 50	per piece.
50 yards green baize	95	per yard.
160 yards fearnought	2 25	per yard.
300 sheets felt for air ports	1 50	per sheet.
20,000 square feet hair felt, well saturated with tar	03	per square foot.
100 pounds clean white rags	25	per pound.
12 hanks medium cane	1 00	per hank.
6 hanks border cane	1 00	per hank.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, D. C., in 1863.

JOSEPH L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 11, white pine logs.

5,000 cubic feet white pine logs	$0 74½	per foot.

To be delivered as required.

Class No. 14, ash oars.

5,000 feet white ash oar rafters, 12, 14, and 16 feet long	$0	24	per foot.

To be delivered as required.

Class No. 16, locust buts.

150 cubic feet yellow locust buts	$2	50	per foot.

To be delivered as required.

E. Wheeler, Washington, D. C. Date of contract, March 27, 1863.

Class No. 24, brushes.

2 dozen painters' dusting brushes	$6	00	per dozen.
20 dozen paint brushes, 000000	15	00	per dozen.
5 dozen sash tool brushes, assorted, Nos. 6 and 8	4	00	per dozen.
3 dozen varnish brushes, assorted, Nos. 3 and 5	6	00	per dozen.
5 dozen hand dusting brushes	6	00	per dozen.
12 dozen short-handled tar brushes	4	00	per dozen.
6 dozen long-handled tar brushes	6	00	per dozen.

To be delivered as required.

Class No. 25, iron.

60,000 pounds round iron, from $\frac{3}{16}$ to 4 inches	$0	05	per pound.
48,500 pounds flat iron, from $\frac{1}{4}$ to $1\frac{1}{2}$ inch thick, and from $\frac{1}{2}$ to 6 inches wide		05	per pound.
6,000 pounds square iron, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches		05	per pound.
1,000 pounds hoop iron, $\frac{1}{8}$ thick and 2 inches wide		08	per pound.
1,000 pounds iron wire, (assorted sizes)		12	per pound.

To be delivered as required.

Joseph L. Savage, New York. Date of contract, April 6, 1863.

Class No. 26, steel.

1,200 pounds cast steel, $\frac{1}{2}$ to 4 inches square	$0	30	per pound.
700 pounds cast steel, $\frac{1}{2}$ to 4 inches round		20	per pound.
300 pounds cast steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch octagon		30	per pound.
500 pounds shear steel, $\frac{1}{2}$ inch thick and from $2\frac{1}{2}$ to $3\frac{1}{2}$ inches wide		20	per pound.
300 pounds spring steel, sizes as ordered		15	per pound.
500 pounds blister steel, large size		15	per pound.
100 sofa springs, blister steel		06	each.

To be delivered as required.

E. Wheeler, Washington, D. C. Date of contract, March 27, 1863.

Class No. 33, hardware.

50 dozen Bath or Bristol brick	$1	00	per dozen.
2 anvils, best quality smiths'	15	00	each.
2 dozen bells, hand, medium size	7	50	per dozen.
1 dozen bung-borers	6	00	per dozen.
3 dozen Turkey oilstones	12	00	per dozen.

6 dozen hones	$7 50	per dozen.
2 dozen medium-sized grindstones, hung ready for use, complete	60 00	per dozen.
1 dozen pallet knives, best quality, painters'	6 00	per dozen.
1 gross carpenters' lead pencils, oval	6 00	per gross.
12 hand bellows	75	each.
12 metallic tape-lines, assorted lengths	3 00	each.
3 dozen brass wire sieves, fine and coarse	1 50	each.
2 dozen monkey or screw wrenches, assorted sizes as ordered, 9 to 24 inches	1 50	each.
6 dozen patent gimlets, assorted	1 00	per dozen.
2 dozen spike gimlets	1 00	per dozen.
24 bevels, mahogany or rosewood, brass-bound, steel blades, 6 to 12 inches	75	each.
24 try squares, same as bevels, assorted, 4 to 14 inch blades	75	each.
48 drawing knives, assorted	50	each.
12 jackplanes	75	each.
12 fore planes	1 25	each.
12 smooth planes	1 00	each.
12 rabbet planes	75	each.
12 long jointer planes	2 50	each.
12 plough planes	6 00	each.
12 tongue and groove match planes	2 00	each.
1 dozen sets firmer chisels, handled	4 00	per set.
1 dozen sets firmer gouges, handled	5 00	per set.
1 dozen sets firmer socket gouges, handled	5 00	per set.
1 dozen sets socket chisels, handled	5 00	per set.
1 dozen sets firmer chisels, handled	4 00	per set.
1 dozen sets firmer gouges, handled	5 00	per set.
12 keyhole saws	12½	each.
12 compass saws	37½	each.
12 sash saws	1 00	each.
12 dovetail saws	1 00	each.
36 panel saws	1 50	each.
36 tenon saws	1 50	each.
36 rip saws	2 00	each.
36 cross-cut saws	4 00	each.
3 whipsaws	4 00	each.
24 saw-sets	50	each.
24 spokeshaves	50	each.
36 claw hammers, assorted	50	each.
24 tack hammers, assorted	10	each.
6 coopers' adzes	2 00	each.
6 coopers' axes	2 50	each.
6 coopers' crows	1 50	each.
6 coopers' marking irons	1 00	each.
6 coopers' beck irons	1 00	each.
6 coopers' flagging irons	1 50	each.
6 coopers' rounding knives	1 50	each.
6 coopers' hollow knives	1 50	each.
6 coopers' bucket-shaves	50	each.
6 coopers' can-shaves	50	each.
6 coopers' in-shaves	1 00	each.
3 coopers' block planes	2 50	each.

36 wood saws, with horses all framed ready for use	$1 50	each
144 hatchets, Nos. 1 and 2	75	each.
24 iron braces, with complete sets of bits, large size	4 50	each.
24 sets of patent augur bits to fit braces, $\frac{1}{4}$ to 1 inch	4 50	per set.
72 wood axes	1 50	each.
144 screwdrivers, assorted	50	each.
36 patent combination brad-awls	1 00	each.
6 dozen patent ship-augers, $\frac{5}{8}$-inch	6 00	per dozen.
6 dozen patent ship-augers, $\frac{3}{4}$-inch	7 50	per dozen.
2 dozen patent ship-augers, $\frac{7}{8}$-inch	9 00	per dozen.
3 dozen patent ship-augers, 1-inch	10 00	per dozen.
2 dozen 1-foot pocket rules, 4 fold, boxwood	2 00	per dozen.
2 dozen 2-feet pocket rules, 4 fold, brass-bound	12 00	per dozen.
1 dozen steel squares, 2-feet, scaled	12 00	per dozen.
1 dozen brass squares for sailmakers, 8ths and 10ths	12 00	per dozen.
6 dozen pincers, assorted	4 50	per dozen.
3 dozen plyers, assorted	3 00	per dozen.
4 dozen tanners' shears	12 00	per dozen.
2 dozen saddlers' hammers	12 00	per dozen.
2 dozen tinners' hammers	9 00	per dozen.
1 dozen tinners' mallets	1 50	per dozen.
6 dozen tinners' stakes, assorted	48 00	per dozen.
6 dozen tinners' stakes, for planishing	48 00	per dozen.
24 dozen ship-scrapers, steel	4 00	per dozen.
12 carpenters' adzes	1 50	each.
6 carpenters' adzes, hollow	2 00	each.
12 carpenters' broadaxes	3 00	each.
24 carpenters' mallets	25	each.
24 carpenters' compasses	25	each.
6 pan wood clamp-screws	50	each.
36 glue pots	75	each.
36 spring scales, to weigh from 20 ounces to 60 pounds	3 00	each.
12 counter scales, to weigh 50 pounds	6 00	each.
12 scale-beams, to weigh from 500 to 1,000 pounds	5 00	each.
12 sets weights, from $\frac{1}{4}$ to 10 pounds	1 00	each.
25 brass spiggots	1 00	each.
2 dozen round iron slip-bolts	1 00	per dozen.
6 dozen hooks, brass, double clothed	3 00	per dozen.
6 dozen hooks, brass, cap	1 50	per dozen.
6 dozen iron padlocks, assorted	3 00	per dozen.
6 dozen brass padlocks, assorted	12 00	per dozen.
12 different kinds of keys for each 6 dozen of above locks	1 00	per dozen.
5 gross hinges, iron slip-butts	12 00	per gross.
1 gross hinges, iron slip-butts, parliament	18 00	per gross.
6 dozen pairs wrought-iron strap-hinges	3 00	per dozen.
6 dozen pairs wrought-iron sash-hinges	50	per dozen.
3 dozen pairs wrought-iron composition hinges. (All the above hinges assorted sizes, as ordered.)	3 00	per dozen.

1,000 papers iron tacks, 4 to 16 ounces	$0 05	per paper.
1,000 papers finishing brads, $\frac{5}{8}$ to 2 inches	10	per paper.
3 paint stones and mullers	3 00	each.
6 paint mills, iron	2 50	each.
4 dozen half-round 16-inch wood-rasps	15 00	per dozen.
3 dozen half-round 10 and 12 cabinet	12 00	per dozen.
2 dozen half-round 16-inch coarse files	15 25	per dozen.
2 dozen half-round 12-inch medium	7 50	per dozen.
5 dozen whipsaw files, 4 and 6 inch	2 50	per dozen.
20 dozen handsaw files, 4-inch	1 50	per dozen.
300 pounds brass wire, assorted size, as ordered	60	per pound.
500 pounds iron wire, assorted size, as ordered	15	per pound.
100 pounds iron wire, annealed binding, No. 12	12$\frac{1}{2}$	per pound.
36 dozen wood hand-pumps	1 00	each.
1 dozen of each size, flat, coarse files, viz: 6, 8, 10, 12, and 14 inches	5 00	per dozen.
50 kegs, 100 pounds each, iron cut nails, 20*d*	5 50	per pound.
50 kegs, 100 pounds each, iron cut nails, 30*d*	5 50	per pound.
50 kegs, 100 pounds each, iron cut nails, 40*d*	5 50	per pound.

H. J. Collins & Co., New York. Date of contract, March 27, 1863.

Class No. 38, colored paints.

3,000 pounds white lead in oil, in 25-pound kegs or cans	$0 14 $\frac{90}{100}$	per pound.
2,000 pounds black paint, in similar packages	06 $\frac{90}{100}$	per pound.

To be delivered as required.

Class No. 39, linseed oil, turpentine, varnish, &c.

5 barrels kerosene or coal oil, (refined)	$18 00	per barrel.
2 barrels neat's-foot oil	36 00	per barrel.
1 barrel sweet or olive oil	40 00	per barrel,
5 barrels boiled linseed oil	60 00	per barrel.
5 barrels raw linseed oil	60 00	per barrel.
2 barrels tar oil	20 00	per barrel.
100 gallons spirits turpentine	4 00	per gallon.
10 gallons copal varnish	4 60	per gallon.
20 gallons Japan varnish	3 75	per gallon.

To be delivered as required.

Joseph L. Savage, New York. Date of contract, April 6, 1863.

Class No. 41, glass.

50 lights blue glass, 10 by 14 inches	$1 50	each.
50 lights red glass, 10 by 14 inches	1 50	each.
50 lights green glass, 10 by 14 inches	1 50	each.
100 lights window glass, 10 by 12 inches	50	each.
75 lights window glass, 12 by 18 inches	60	each.
50 lights window glass, 14 by 18 inches	70	each.
50 lights window glass, 14 by 14 inches	80	each.
75 lights window glass, 13 by 16 inches	90	each.
100 lights window glass, 12 by 14 inches	1 00	each.
6 glazier's diamonds, best quality	15 00	each.

To be delivered as required.

KING & BURCHELL, Washington, D. C. Date of contract, April 3, 1863.

Class No. 43, pitch, rosin, tar, &c.

2 barrels soft clear turpentine, not less than 280 pounds to the barrel	$50 00	per barrel.
5 barrels thin tar, not less than 30 gallons each	12 00	per barrel.
2 barrels coal tar, not less than 30 gallons each	5 00	per barrel.
2 barrels No. 1 rosin	38 00	per barrel.

To be delivered as required.

JOS. L. SAVAGE, New York. Date of contract, April 6, 1863.

Class No. 46, ship chandlery.

100 pounds red chalk	$0 25	per pound.
20 reams sand-paper, No. $\frac{1}{2}$ to $2\frac{1}{2}$	5 00	per ream.
50 barrels air-slacked lime	2 00	per barrel.
24 one-gallon stone jars filled with chloride lime, properly corked and covered with oil canvas	1 90	each.
200 yards sheathing felt, heavy	40	per yard.

To be delivered as required.

Class No. 50, chain iron.

20,000 pounds chain links, $\frac{5}{16}$ to 1 inch diameter, inclusive	$0 06	per pound.
300,000 pounds chain iron, from $1\frac{1}{16}$ to $2\frac{1}{2}$ inches diameter, inclusive	$05\frac{1}{2}$	per pound.

To be delivered as required.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 29, 1863, at the navy yard at Kittery, Maine.

Class No. 1, white-oak logs:

Trickey & Jewett	*$65,000 00
Jabez K. Montgomery	74,000 00
George A. Hammond	77,000 00
Peck & Church	74,000 00
Freeman Orne	70,000 00
Charles H. Sherrill	76,000 00
Wesley Smith	78,000 00
Lucius A. Hovey	68,000 00

Class No. 3, white-oak promiscuous timber:

Trickey & Jewett	*30,000 00
Jabez K. Montgomery	44,500 00
George A. Hammond	36,500 00
Freeman Orne	50,000 00
Charles H Sherrill	40,000 00
Wesley Smith	50,000 00
Lucius A. Hovey	$35,000 00

Class No. 4, white-oak plank:

Trickey & Jewett	5,250 00
Jabez K. Montgomery	5,550 00
George A. Hammond	*5,175 00
Freeman Orne	6,375 00
Charles H. Sherrill	5,625 00
Wesley Smith	6,375 00
Samuel Patterson	6,000 00

Class No. 10, white-pine mast timber:

Trickey & Jewett	700 00
Jabez K. Montgomery	800 00
George A. Hammond	*492 00
Charles H. Sherrill	1,056 00
Wesley Smith	1,900 00

Class No 11, white-pine plank and boards:

Trickey & Jewett	9,280 00
Jabez K. Montgomery	10,630 00
George A. Hammond	*9,116 00
John H. Broughton	9,210 00
Wesley Smith	17,790 00

Class No. 12, white-pine deck plank and stage plank:

Trickey & Jewett	*4,800 00
Jabez K. Montgomery	6,660 00
George A. Hammond	5,130 00
John H. Broughton	5,250 00
Chesley & Call	4,980 00
Wesley Smith	7,540 00
Samuel Patterson	6,600 00

Class No. 13, ash logs and plank:

Trickey & Jewett	*1,260 00
Jabez K. Montgomery	$1,380 00
George A. Hammond	1,372 00
Wesley Smith	2,756 00

Class No. 14, ash oars:

Henry D. Stover	2,940 00
George A. Hammond	882 00
Freeman Orne	980 00
George T. Vaughan	*710 50
Samuel Patterson	1,078 00

Class No. 15, hickory buts:

Trickey & Jewett	300 00
George A. Hammond	*294 00

Class No. 16, black walnut and cherry:

Trickey & Jewett	1,710 00
Peck & Church	1,800 00
Charles H. Sherrill	*1,650 00

Class No. 17, cypress:

Trickey & Jewett	360 00
George A. Hammond	*288 00

Class No 18, locust:

Trickey & Jewett	1,000 00
George A. Hammond	*870 00
Freeman Orne	1,000 00
Wesley Smith	4,000 00
Samuel Patterson	975 00

Class No. 19, white-oak staves and heading:

Smith Brothers & Co	*740 00
Wesley Smith	940 00

Class No. 20, black spruce:

Trickey & Jewett	2,100 00
Jabez K. Montgomery	2,300 00
George A. Hammond	*1,460 00
Peck & Church	2,340 00
F. Blaisdell	1,900 00

Class No. 21, locust treenails:

Trickey & Jewett	2,250 00
Samuel Patterson	1,925 00
George A. Hammond	2,940 00
Peck & Church	2,350 00
Freeman Orne	*1,480 00
Wesley Smith	7,000 00

Class No. 23, lignumvitæ:

H. D. Stover	*580 00
Lockwood & Collins	960 00
Peck & Church	960 00

*Accepted.

Freeman Orne	$1,204 00
Wesley Smith	2,220 00

Class No. 25, iron, round, flat, and square:

Smith Brothers & Co	*33,210 25
H. D. Stover	45,435 00
Spalding & Parrott	38,662 00
John P. Lyman	40,502 75
Matthias Ellis	35,270 00

Class No. 26, steel:

Smith Brothers & Co	1,890 00
H. D. Stover	2,274 00
Lockwood & Collins	1,976 00
Spalding & Parrott	2,332 00
John P. Lyman	2,324 00
Matthias Ellis	*1,740 00

Class No. 27, iron spikes:

Smith Brothers & Co	1,411 25
H. D. Stover	1,600 00
Spalding & Parrott	1,450 00
John P. Lyman	*1,362 50
William E. Coffin & Co	1,480 00

Class No. 28, iron nails, wrought and cut:

Smith Brothers & Co	*957 45
H. D. Stover	1,055 20
Lockwood & Collins	1,626 00
John H. Bailey	998 00
William E. Coffin & Co	1,043 00
Matthias Ellis	994 60

Class No. 30, lead:

Smith Brothers & Co	1,248 00
H. D. Stover	*1,200 00
Lockwood & Collins	1,398 00
George Adams	1,390 00
John H. Bailey	1,240 00
John P. Lyman	1,500 00
Matthias Ellis	1,250 00

Class No. 31, tin and zinc:

Smith Brothers & Co	5,354 55
H. D. Stover	*4,448 00
Lockwood & Collins	5,565 00
George Adams	11,438 00
John H. Bailey	5,017 00
John P. Lyman	5,471 50
Matthias Ellis	4,580 50

Class No. 33, hardware:

Smith Brothers & Co	*4,450 20
H. D. Stover	8,511 20
Lockwood & Collins	10,080 00
John H. Bailey	4,548 00

Class No. 34, tools for stores:

Smith Brothers & Co	*$1,256 19
Lockwood & Collins	1,630 90
John H. Bailey	1,357 00

Class No. 36, white lead:

H. D. Stover	2,880 00
Lockwood & Collins	2,856 00
John Leary	2,880 00
Banker & Carpenter	2,280 00
George Adams	2,856 00
John H. Bailey	*2,208 00

Class No. 37, zinc paints:

H. D. Stover	520 00
Lockwood & Collins	320 00
Lohn Leary	400 00
Banker & Carpenter	*265 00
George Adams	420 00
John H. Bailey	340 00

Class No, 38, colored paints and dryers:

H. D. Stover	371 40
Lockwood & Collins	372 00
John Leary	549 50
Banker & Carpenter	*338 55
George Adams	356 00
John H. Bailey	393 00

Class No. 39, turpentine and varnish:

H. D. Stover	1,675 00
Lockwood & Collins	*1,327 00
John Leary	1,823 00
Banker & Carpenter	1,415 00
George Adams	1,469 50
John H. Bailey	1,540 00

Class No. 40, linseed oil:

H. D. Stover	3,780 00
Lockwood A Collins	3,564 00
John Leary	3,645 00
Banker & Carpenter	*3,496 50
George Adams	4,050 00
John H. Bailey	3,591 00

Class No. 41, glass:

Smith Brothers & Co	2,535 00
Lockwood & Collins	2,067 00
George Adams	†1,508 00
John H. Bailey	*1,756 00

Class No. 43, pitch, rosin, and tar: ‡

H. D. Stover	1,585 00
Lockwood & Collins	1,988 00

* Accepted. † Bid rejected. ‡ No contract made.

Banker & Carpenter	$663 00
George Adams	985 00
George T. Vaughan	1,660 50

Class No. 44, fish, oil:

Lockwood & Collins	278 40
Banker & Carpenter	361 05
Rufus K. Oxford	304 50
George Adams	319 00
George T. Vaughan	290 00
Southard, Herbert & Co.	*261 00

Class No. 45, tallow and soap:

H. D. Stover	*$212 00
Lockwood & Collins	216 00
Rufus K. Oxford	262 00
George Adams	237 00
Southard, Herbert & Co.	219 00

Class No. 47, ship chandlery:

Smith Brothers & Co.	486 50
H. D. Stover	*333 00
Lockwood & Collins	516 50
John H. Bailey	464 00

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair, of May 29, 1863, at the navy yard at Charlestown, Massachusetts.

Class No. 1, white-oak logs:

Trickey & Jewett	*$94,000 00
Freeman Orne	96,000 00
Peck & Church	109,500 00
George Adams	142,500 00
Wesley Smith	103,500 00
Jabez K. Montgomery	111,000 00
Charles H. Sherrill	109,500 00
Charles A. Loud	†85,500 00
Lucius A. Hovey	96,000 00

Class No. 2, white-oak keel pieces:

Trickey & Jewett	1,960 00
Freeman Orne	2,000 00
Peck & Church	2,400 00
George Adams	2,000 00
Wesley Smith	3,000 00
Jabez K. Montgomery	2,580 00
Charles H. Sherrill	3,600 00
Lucius A. Hovey	*1,400 00

Class No. 3, white-oak promiscuous timber:

Trickey & Jewett	*10,200 00
Freeman Orne	13,500 00
George Adams	11,250 00
Wesley Smith	22,500 00
Jabez K. Montgomery	13,200 00
Charles H. Sherrill	10,950 00
Lucius A. Hovey	10,500 00

Class No. 4, white-oak plank:

Trickey & Jewett	‡21,000 00
Freeman Orne	24,900 00
Peck & Church	21,000 00
George Adams	21,750 00
Wesley Smith	23,800 00
Jabez K. Montgomery	27,000 00
Charles H. Sherrill	22,500 00
Lucius A. Hovey	23,400 00

Class No. 6, yellow-pine logs:

Charles H. Sherill	*$73,000 00

Class No. 10, white-pine mast and spar timber:

Trickey & Jewett	*2,400 00
Wesley Smith	4,850 00
Jabez K. Montgomery	3,700 00
Charles H. Sherrill	4,092 00

Class No. 11, white-pine logs, planks, and boards:

Trickey & Jewett	10,740 00
Freeman Orne	*9,700 00
George Adams	15,150 00
Wesley Smith	13,800 00
Babez K. Montgsmery	12,970 00
Flint & Hall	12,960 00
Charles H. Sherrill	9,900 00

Class No. 12, white-pine deck and stage plank:

Trickey & Jewett	*4,675 00
Freeman Orne	6,250 00
George Adams	6,775 00
Wesley Smith	7,100 00
Jabez K. Montgomery	6,375 00
Charles H. Sherrill	5,175 00
Samuel Patterson	6,187 50

Class No, 13, ash logs and plank:

Trickey & Jewett	*5,225 00
Freeman Orne	6,320 00
George Adams	6,900 00
Wesley Smith	12,800 00
Jabez K. Montgomery	6,135 00
Flint & Hall	5,750 00
Charles A. Loud	5,650 00

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* Accepted. † No such dealer. ‡ Awarded by lot.

Class No. 14, ash oars:

Freeman Orne	*$160 00
Henry D. Stover	400 00
Wesley Smith	400 00
Samuel Patterson	200 00

Class No. 16, black walnut, mahogany, and cherry:

Trickey & Jewett	*6,250 00
Peck & Church	6,875 00
George Adams	8,550 00
Charles A. Loud	7,200 00

Class No. 18, locust:

Trickey & Jewett	*3,000 00
Freeman Orne	4,200 00
Peck & Church	5,000 00
George Adams	3,500 00
Wesley Smith	8,000 00
Samuel Patterson	3,900 00

Class No. 19, white-oak staves and heading:

Smith Brothers & Co	*1,177 92
Wesley Smith	1,650 00

Class No. 20, black spruce:

Tickey & Jewett	*2,050 00
Peck & Church	2,530 00
Jabez K. Montgomery	4,750 00

Class No. 21, locust treenails:

Trickey & Jewett	3,000 00
Freeman Orne	*2,700 00
Peck & Church	3,750 00
George Adams	3,500 00
Wesley Smith	9,000 00

Class No. 23, lignumvitæ:

Lockwood & Collins	1,800 00
Freeman Orne	2,520 00
Peck & Church	1,800 00
George Adams	2,580 00
H. D. Stover	1,800 00
Smith Brothers & Co	*1,470 00
Wesley Smith	6,000 00

Class No. 25, iron:

Lockwood & Collins	18,830 00
George Adams	22,070 00
H. D. Stover	18,940 00
Smith Brothers & Co	*18,405 00
Fuller & Dana	19,855 00
William E. Coffin & Co	22,092 50
Matthias Ellis	19,252 50

Class No. 26, steel:

Lockwood & Collins	*1,000 00
George Adams	1,176 00
H. D. Stover	$1,040 00
Smith Brothers & Co	1,006 25
Fuller & Dana	1,052 00
Matthias Ellis	1,097 75

Class No. 27, iron spikes:

George Adams	3,350 00
H. D. Stover	3,500 00
Smith Brothers & Co	2,950 00
Fuller & Dana	3,000 00
William E. Coffin & Co	3,225 00
Matthias Ellis	*2,735 00

Class No, 28, iron nails, wrought or cut:

H. D. Stover	693 00
Smith Brothers & Co	*667 50
Matthias Ellis	857 50

Class No. 30, lead:

Lockwood & Collins	9,100 00
George Adams	9,275 00
H. D. Stover	10,400 00
Smith Brothers & Co	8,496 00
Edwin W. Barstow	*8,275 00
Matthias Ellis	8,737 50

Class No. 31, zinc, tin, and solder:

Lockwood & Collins	17,060 00
George Adams	17,590 50
H. D. Stover	*14,970 00
Smith Brothers & Co	16,157 25
Matthias Ellis	15,330 00

Class No. 33, hardware:

Lockwood & Collins	10,582 90
H. D. Stover	7,595 68
Smith Brothers & Co	*5,056 56

Class No. 34, tools for stores, &c.:

Lockwood & Collins	4,749 70
H. D. Stover	4,143 20
Smith Brothers & Co	*2,821 21

Class No. 36, white lead:

Lockwood & Collins	5,720 00
George Adams	5,140 00
H. D. Stover	5,400 00
John Leary	5,605 00
Union White Lead Co	5,840 00
Banker & Carpenter	*4,480 00

Class No. 37, zinc paints:

Lockwood & Collins	420 00
George Adams	480 00
H. D. Stover	420 00
John Leary	472 50
Banker & Carpenter	*414 00

* Accepted.

Class No. 38, colored paints:

Lockwood & Collins	$402 25
George Adams	583 10
John Leary	600 00
Banker & Carpenter	*399 25

Class No. 39, turpentine and varnish:

Lockwood & Collins	9,060 00
George Adams	†7,963 75
John Leary	10,425 00
Banker & Carpenter	*8,200 00

Class No. 40, linseed oil:

Lockwood & Collins	9,100 00
H. D. Stover	9,800 00
John Leary	9,030 00
Banker & Carpenter	*8,295 00

Class No. 41, glass:

George Adams	†2,400 00
Smith Brothers & Co	*2,644 00

Class No. 43, pitch, rosin, and tar: ‡

George Adams	$8,404 50
H. D. Stover	8,053 00
Banker & Carpenter	7,595 25

Class No. 44, whale oil:

Lockwood & Collins	960 00
George Adams	1,100 00
Southard, Herbert & Co	890 00
Mullett & Bradbury	*850 00
Banker & Carpenter	1,105 00

Class No. 45, tallow, soap, and sweet oil:

Lockwood & Collins	635 00
George Adams	637 50
H. D. Stover	545 00
Southard, Herbert & Co	632 50
Mullett & Bradbury	*533 75

Class No. 47, ship chandlery:

Lockwood & Collins	2,068 90
H. D. Stover	1,987 60
Smith Brothers & Co	*1,254 89

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair, of May 29, 1863, at the navy yard at Brooklyn, New York.

Class No. 1, white-oak logs:

Watson & Pittinger	$96,000 00
Peck & Church	97,500 00
Freeman Orne	108,000 00
James Bigler	84,500 00
Wesley Smith	*82,500 00
John A. Rollings	126,000 00
Charles H. Sherrill	102,000 00
James E. Neall	96,000 00
John Brown	108,000 00
N. H. Coverdale	85,000 00
Lucius A. Hovey	87,000 00
F. Blaisdell	108,000 00

Class No. 2, white-oak keel pieces:

Watson & Pittinger	2,967 00
Peck & Church	3,626 70
Freeman Orne	3,560 00
James Bigler	2,868 30
Wesley Smith	2,307 90
John A. Rollins	4,088 28
Charles H. Sherrill	5,149 20
James E. Neall	5,941 00
Jabez K. Montgomery	6,264 30
John Brown	6,164 30
Lucius A. Hovey	§2,307 90
F. Blaisdell	7,879 83

Class No. 3. white-oak promiscuous timber:

Watson & Pittinger	$36,500 00
Peck & Church	39,000 00
Freeman Orne	45,000 00
James Bigler	45,000 00
Wesley Smith	45,000 00
John A. Rollins	44,500 00
Charles H. Sherrill	39,000 00
John Brown	36,500 00
N. H. Coverdale	45,000 00
Lucius A. Hovey	*30,000 00
F. Blaisdell	89,000 00

Class No 4. white-oak plank:

Watson & Pittinger	34,620 00
Peck & Church	31,500 00
Freeman Orne	36,000 00
James Bigler	33,750 00
Wesley Smith	32,000 00
John A. Rollins	39,500 00
Charles H. Sherrill	37,930 00
N. H. Coverdale	§31,500 00
Lucius A. Hovey	35,000 00
F. Blaisdell	39,000 00

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* Accepted † Bid rejected. ‡ No contract made. § Awarded by lot.

Class No. 5, white chestnut:

Watson & Pittinger	$6,825 00
Peck & Church	*5,145 00
James Bigler	6,615 00
Wesley Smith	6,090 00
John A. Rollins	7,770 00
Charles H. Sherrill	6,825 00
Jabez K. Montgomery	10,290 00
Lucius A. Hovey	8,400 00
F. Blaisdell	8,295 00

Class No. 6, yellow-pine plank stock logs:

Wesley Smith	149,400 00
John A. Rollins	59,400 00
Charles H. Sherrill	47,400 00
W. O. Huffington & Fentriss	48,600 00
William M. Shakespear	51,000 00
F. Blaisdell	*46,800 00

Class No. 7, yellow-pine beams:

Wesley Smith	23,229 00
John A. Rollins	*5,110 38
Charles H. Sherrill	8,256 00

Class No. 8, yellow-pine masts and spar timber:

Wesley Smith	60,220 00
John A. Rollings	*13,656 09
Charles H. Sherrill	23,545 80

Class No. 9, white-oak knees: †

Watson & Pittinger	84,375 00
Freeman Orne	35,550 00
James Bigler	48,500 00
Wesley Smith	67,500 00
Charles H. Sherrill	36,000 00
Jabez K. Montgomery	65,250 00
John Brown	56,250 00
Lucius A. Hovey	56,250 00

Class No. 10, white-pine mast timber:

Peck & Church	4,380 00
James Bigler	*4,161 00
Wesley Smith	6,132 00
Charles H. Sherrill	9,630 00
Lucius A. Hovey	6,132 00

Class No. 11, white pine:

Watson & Pittinger	*50,090 00
Peck & Church	64,445 00
Freeman Orne	50,295 00
James Bigler	57,345 00
Wesley Smith	69,900 00
Charles H. Sherrill	59,885 00
Jos. W. Duryee	55,320 00
Daniel S. Grice	59,980 00
Sumner & Haxy	53,955 00

Class No. 12, white-oak boards and plank:

Watson & Pittinger	*$2,345 00
Peck & Church	2,640 00
Freeman Orne	2,640 00
James Bigler	2,860 00
Wesley Smith	2,860 00
John A. Rollins	36,002 00
Charles H. Sherrill	2,855 00
Louis O. Southmayd	2,466 00

Class No. 13, ash logs and plank:

Watson & Pittinger	9,432 00
Peck & Church	*8,560 00
Freeman Orne	9,630 00
James Bigler	9,202 00
Wesley Smith	15,000 00
John A. Rollins	15,836 00
Charles H. Sherrill	13,910 00
Jos. W. Duryee	8,988 00
Daniel S. Grice	9,844 00
Louis O. Southmayd	9,202 00

Class No. 14, ash oars:

Edwin L. Brady	5,700 00
Henry D. Stover	12,000 00
Freeman Orne	4,800 00
Wesley Smith	9,000 00
Charles H. Sherrill	7,200 00
Louis O. Southmayd	*4,125 00
Samuel Patterson	5,850 00

Class No. 15, hickory buts and handspikes:

Watson & Pittinger	562 50
Edwin L. Brady	2,700 00
Henry D. Stover	1,150 00
James Bigler	600 00
Wesley Smith	510 00
Charles H. Sherrill	725 00
Louis O. Southmayd	*365 00

Class No. 16, black walnut and cherry:

Watson & Pittinger	4,709 25
Henry D. Stover	4,410 00
Peck & Church	4,725 00
Freeman Orne	5,355 00
James Bigler	5,040 00
Wesley Smith	7,245 00
Charles H. Sherrill	4,662 00
Jos. W. Duryee	*4,221 00
Daniel S. Grice	5,114 25

Class No 17, cypress:

Watson & Pittinger	*1,300 00
Wesley Smith	1,800 00
Charles H. Sherrill	1,400 00

* Accepted.

† No contract made.

Class No. 18, locust :

Watson & Pittinger	$6,000 00
Peck & Church	8,000 00
Freeman Orne	*5,800 00
James Bigler	7,250 00
Wesley Smith	14,900 00
Charles H. Sherrill	10,250 00
Samuel Patterson	6,150 00

Class No. 19, white-oak staves and headings :

Watson & Pitinger	5,565 00
Freeman Orne	5,999 00
Wesley Smith	5,918 50
Charles H. Sherrill	*2,236 25
James M. Flynn	5,062,50

Class No. 20, black spruce :

Watson & Pittinger	*2,290 00
Peck & Church	2,420 00
Freeman Orne	3,880 00
Charles H. Sherrill	3,990 00
Jabez K. Montgomery	4,080 00
L. W. Conner	4,010 00
F. Blaisdell	5,600 00

Class No. 21, cedar :

Watson & Pittinger	3,150 00
Peck & Church	*2,400 00
James Bigler	3,600 00
Wesley Smith	4,500 00
Charles H. Sherrill	4,875 00
Daniel S. Grice	2,625 00

Class No. 22, mahogany :

Watson & Pittinger	389 00
Henry C. Stover	303 00
Peck & Church	770 00
Jos. W. Duryee	*296 00

Class No. 23, lignumvitæ :

Watson & Pittinger	5,910 00
Edwin L. Brady	4,140 00
Henry D. Stover	3,560 00
Peck & Church	3,425 00
Freeman Orne	5,015 00
Jos L. Savage	*3,320 00
Lockwood & Collins	3,750 00

Class No. 25, hackmatack ship knees : †

Watson & Pittinger	10,700 00
Peck & Church	8,180 00
Freeman Orne	10,950 00
James Bigler	11,400 00
Wesley Smith	14,460 00
Charles H. Sherrill	16,180 00
Jabez K. Montgomery	16,352 00
Lucius A. Hovey	18,550 00
L. W. Conner	14,600 00

Class No 25, iron, round, flat, and square :

Henry D. Stover	$60,260 00
Jos. L. Savage	*60,017 50
David W. Weiss	73,885 00

Class No. 26, steel :

Henry D. Stover	2,725 00
Jos. L. Savage	2,565 00
Lockwood & Collins	*2,460 00

Class No. 27, iron spikes :

Henry D. Stover	4,900 00
Jos. L. Savage	*4,310 00
David W. Weiss	5,100 00

Class No. 28, iron nails, wrought and cut :

Henry D. Stover	*3,391 50
Jos. L. Savage	3,523 00

Class No. 30, lead :

Edwin L. Brady	4,500 00
Henry D Stover	*3,300 00
Jos. L Savage	3,585 00
Lockwood & Collins	3,750 00
Edwin W. Barstow	3,525 00

Class No. 31, zinc and tin :

Edwin L. Brady	5,435 00
Henry D. Stover	5,690 00
Jos L. Savage	*4,970 00
Lockwood & Collins	6,500 00
Matthias Ellis	5,305 00

Class No. 33, hardware :

Henry D. Stover	35,038 03
Jos. L. Savage	*23,472 00

Class No. 34, tools for stores :

Henry D. Stover	*21,442 50
Jos. L. Savage	21,747 25
Lockwood & Collins	25,293 00

Class No. 36, white lead :

Edwin L. Brady	34,700 00
Henry D. Stover	*30,500 00
C. W. Scofield	32,010 00
John Leary	36,427 50
Lockwood & Collins	35,398 00
Union White Lead Co	34,700 00
Banker & Carpenter	34,530 00
Mathias Ellis	36,500 00

Class No, 37, zinc paint :

Henry D. Stover	2,006 00
William Miller	*1,876 50
C. W. Scofield	1,938 00

* Accepted.

† No contract made.

John Leary	$2,299 50
Lockwood & Collins	1,971 00
Henry Waldron & Co.	2,221 50
Banker & Carpenter	2,276 00
John J Bingham	2,528 00
Matthias Ellis	1,963 00

Class No. 38, colored paints and dryers:

William Miller	*8,817 20
C. W. Scofield	11,177 00
John Leary	11,499 70
Lockwood & Collins	8,818 60
Henry Waldron & Co.	10,732 30
Banker & Carpenter	11,118 20
John J. Bingham	11,359 70

Class No. 39, turpentine and varnish:

C. W. Scofield	*29,785 00
Lockwood & Collins	35,171 25
Banker & Carpenter	44,834 00

Class No. 40, linseed oil:

Henry D. Stover	39,000 00
Edwin L. Brady	52,500 00
C. W. Scofield	39,900 00
John Leary	*38,700 00
Lockwood & Collins	43,800 00
Banker & Carpenter	41,700 00

Class No. 41, glass:

Henry D. Stover	3,061 50
C. W. Scofield	*2,218 50
Lockwood & Collins	4,026 00

Class No. 43, pitch and rosin:†

Henry D. Stover	$13,850 00
C. W. Scofield	21,350 00
Lockwood & Collins	32,400 00
Banker & Carpenter	22,663 75

Class No. 44, fish oil:

Edwin L. Brady	800 00
Henry D. Stover	800 00
C. W. Scofield	*720 00
Lockwood & Collins	771 20
Banker & Carpenter	1,032 00

Class No. 45, tollow, soap, and sweet oil:

Edwin L. Brady	770 00
Henry D. Stover	557 00
William Miller	747 00
C. W. Scofield	*553 00
Lockwood & Collins	766 00
John J. Bingham	792 00

Class No. 46, dry goods:

C. W. Scofield	*2,025 00
Lockwood & Collins	3,450 00

Class No. 47, ship chandlery:

Henry D. Stover	*4,440 50
C. W. Scofield	5,317 00
Lockwood & Collins	6,022 00
John J. Bingham	5,734 90

Class No. 48, patented articles:†

C. W. Scofield	6,990 00

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of May 29, 1863, at the navy yard at Philadelphia, Pennsylvania.

Class No. 1, white-oak logs:

William M. Shakespear	$24,000 00
James Bigler	24,000 00
John A. Rollings	33,600 00
John Brown	30,000 00
James E. Neall	23,600 00
Freeman Orne	28,000 00
N. H. Coverdale	*19,600 00
Charles H. Sherrill	27,200 00
Wesley Smith	27,600 00
Lucius A. Hovey	24,000 00

Class No. 2, white-oak keel pieces:

William M. Shakespear	*2,250 00
James Bigler	3,340 00
John Brown	4,560 00
James E. Neall	4,080 00
Charles H. Sherrill	3,840 00
Wesley Smith	4,800 00

Class No. 3, white-oak promiscuous timber:

William M. Shakespear	$29,252 00
John A. Rollings	31,866 40
John Brown	*27,216 00
N. H. Coverdale	32,216 00
Charles H. Sherrill	33,252 00
Wesley Smith	39,845 60
Lucius A. Hovey	28,252 00

Class No. 4, white-oak plank:

William M. Shakespear	$65,952 50
James Bigler	79,143 00
John A. Rollings	79,503 00
Freeman Orne	68,820 00
N. H. Coverdale	*64,805 00
Charles H. Sherrill	91,565 00
Wesley Smith	91,738 00
Lucius A. Hovey	84,878 00

*Accepted. †No contract made.

Class No. 6, yellow-pine plank stock logs:

William M. Shakespear	*$28,000 00
John A. Rollings	47,600 00
Charles H. Sherrill	29,200 00
Huffington & Fentress	32,400 00

Class No. 7, yellow-pine beams:

William M. Shakespear	†8,000 00
John A. Rollings	12,400 00
John Brown	10,000 00
Charles H. Sherrill	8,000 00

Class No. 8, yellow-pine mast and spar timber:

William M. Shakespear	*4,500 00
John A. Rollings	6,200 00
Charles H. Sherrill	7,000 00

Class No. 10, white pine mast and spar timber:

Joseph Baymore	*3,780 00
Charles H. Sherrill	7,172 00
Wesley Smith	5,530 00

Class No 11, white-pine plank and boards:

James Bigler	27,505 00
Daniel S. Grice	28,835 00
Freeman Orne	*21,085 00
Louis Thompson & Co	24,090 00
William S. Doughton	25,385 00

Class No. 12, white-pine deck plank and stage plank:

James Bigler	15,479 00
Daniel S. Grice	*13,336 25
Freeman Orne	16,854 50
Louis Thompson & Co	15,128 75
Wesley Smith	19,653 75

Class No 13, ash logs and planks:

Daniel S. Grice	3,915 00
Freeman Orne	4,698 00
Louis Thompson & Co	*3,741 00
Charles H. Sherrill	5,655 00
Wesley Smith	8,700 00
William S. Doughton	4,002 00

Class No. 14, ash oars:

Henry D. Stover	2,410 00
Freeman Orne	3,794 00
Charles H. Sherrill	2,100 00
Wesley Smith	3,500 00
Louis O. Southmayd	*1,203 12
Samuel Patterson	1,750 00

Class No. 15, hickory buts and handspikes:

Freeman Orne	*620 00
Louis O. Southmayd	925 00

Class No. 16, black walnut, cherry, and mahogany:

Daniel S. Grice	$3,505 00
Louis Thompson & Co	*3,477 00
Charles H. Sherrill	3,724 50

Class No. 17, cypress and cedar:

Freeman Orne	*2,300 00

Class No 18, locust:

William M. Shakespear	*6,250 00
Freeman Orne	10,500 00
Samuel Patterson	8,500 00

Class No. 20, black spruce:

Wesley Smith	2,090 00
Peck & Church	1,660 00
L. W. Conner	*1,628 00

Class No. 21, locust treenails:

William M. Shakespear	9,000 00
Freeman Orne	6,750 00
Wesley Smith	23,625 00
Samuel Patterson	†6,750 00

Class No. 22, lignumvitæ:

C. W. Scofield	*1,170 00
Lockwood & Collins	1,710 00
H. D. Stover	1,620 00
Freeman Orne	2,295 00
Louis Thompson & Co	1,395 00

Class No. 25, iron, round, flat, square, &c. :

C. W. Scofield	*38,724 50
H. D. Stover	41,821 00
William F. Potts	38,845 00

Class No. 26, steel :

C. W. Scofield	*365 00
Lockwood & Collins	380 00
Henry D. Stover	470 00
Charles M. Ghriskey	511 00
William F. Potts	456 00
Paul J. Field	455 00

Class No. 27, iron spikes :

C. W. Scofield	*3,115 00
Henry D. Stover	3,535 00
Charles M. Ghriskey	3,987 50
Paul J. Field	3,334 50

Class No. 28, iron nails, wrought and cut :

C. W. Scofield	*1,425 50
Grove & Ambruster	1,504 25
Henry D. Stover	1,555 00
Paul J. Field	1,875 25

*Accepted. †Awarded by lot.

Class No. 30, lead :

C. W. Scofield	*$9,100 00
Lockwood & Collins	9,750 00
Henry D. Stover	9,800 00
Henry B. Tatham	9,500 00
Paul J. Field	10,650 00

Class No. 31, zinc, tin, and solder :

C. W. Scofield	*31,540 50
Lockwood & Collins	41,030 50
Matthias Ellis	35,819 00
Henry D. Stover	†21,767 50

Class No. 33, hardware :

C. W. Scofield	12,231 72
Lockwood & Collins	16,874 20
Grove & Ambruster	12,730 92
Henry D. Stover	17,141 40
Charles M. Ghriskey	*10,756 79
Edwin G. Stones	12,879 97

Class No. 34, tools for stores :

C. W. Scofield	*1,276 45
Lockwood & Collins	2,301 55
Grove & Ambruster	1,666 02
Charles M. Ghriskey	1,667 22
Edwin G. Stones	1,911 08

Class No. 36, white lead :

C. W. Scofield	*5,335 00
Lockwood & Collins	6,300 00
Matthias Ellis	5,950 00
Henry D. Stover	5,500 00
Banker & Carpenter	5,725 00
John Leary	5,875 00

Class No. 37, zinc paints :

C. W. Scofield	1,921 00
Lockwood & Collins	1,830 60
Matthias Ellis	*1,808 00
Henry D. Stover	2,486 00
Banker & Carpenter	1,977 50
John Leary	1,977 50

Class No. 38, colored paints, dyes, &c. :

C. W. Scofield	3,621 00
Lockwood & Collins	3,662 50
Banker & Carpenter	*2,418 85
John Leary	4.227 45

Class No. 39, turpentine and varnish :

C. W. Scofield	*$5,502 00
Lockwood & Collins	5,520 00
Henry D. Stover	6,055 00
Banker & Carpenter	7,065 00
John Leary	6,241 30

Class No. 40, linseed oil :

C. W. Scofield	6,923 50
Lockwood & Collins	6,782 80
Henry D. Stover	7,092 00
Banker & Carpenter	6,918 50
John Leary	*6,761 70

Class No. 41, glass :

C. W. Scofield	*526 30
Lockwood & Collins	1,037 00
Henry D. Stover	947 00
Charles M. Ghriskey	783 50
John Leary	917 00

Class No. 43, pitch, rosin, and tar :‡

C. W. Scofield	6,525 00
Lockwood & Collins	5,210 00
Henry D. Stover	4,850 00
Banker & Carpenter	4,685 50

Class No. 44, fish oil :

C. W. Scofield	*570 00
Lockwood & Collins	576 00
Henry D. Stover	600 00
G. A. & E. A. Landell	660 00
Banker & Carpenter	780 00

Class No. 45, tallow, soap, and sweet oil :

C. W. Scofield	1,169 00
Lockwood & Collins	1,087 60
Henry D. Stover	977 00
Charles M. Ghriskey	1,205 50
G. A. & E. A. Landell	1,248 00

Class No. 47, ship chandlery :

C. W. Scofield	10,506 68
Lockwood & Collins	12,051 98
Grove & Ambruster	*10,331 22
Henry D. Stover	20,047 44
Charles M. Ghriskey	11,348 80

*Accepted. †Error in bid. ‡No contract made.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair, of May 29, 1863, at the navy yard at Washington, D. C.

Class No. 1, white oak logs:

John A. Rollings	$3,700 00
Freeman Orne	25,000 00
L. W. Conner	3,250 00
John Brown	3,000 00
F. Blaisdell	* 2,950 00
Esau Pickrell	6,250 00
Wesley Smith	3,350 00
Chas. H. Sherrill	4,000 00
Danl. J. Barrick	3,200 00

Class No. 6, yellow pine plank stock logs:

Jno. A. Rollings	8,400 00
Freeman Orne	10,000 00
L. W. Conner	6,800 00
John Brown	* 6,500 00
F. Blaisdell	6,600 00
Esau Pickrell	12,500 00
Huffington & Fentress	8,100 00
Wesley Smith	50,000 00
Chas. H. Sherrill	8,000 00

Class No. 9, white oak keel pieces:

Freeman Orne	*1,000 00
L. W. Conner	1,800 00
John Brown	1,150 00
F. Blaisdell	1,620 00
Wesley Smith	3,700 00

Class No. 10, spruce pine spars:

Freeman Orne	2,600 00
L. W. Conner	* 815 00
John Brown	950 00
F. Blaisdell	975 00
Wesley Smith	1,850 00

Class No. 11, white pine logs and planks:

Freeman Orne	* 13,309 00
L. W. Conner	15,680 00
John Brown	14,078 50
F. Blaisdell	13,451 00
Esau Pickrell	19,614 50
Wesley Smith	17,817 50

Class No. 13, ash plank:

Freeman Orne	720 00
S. Patterson	† 600 00
L. W. Conner	600 00
John Brown	660 00
Esau Pickrell	1,200 00
Wesley Smith	1,200 00
Chas. H. Sherrill	840 00

Class No. 14, ash oars:

J. L. Savage	$550 00
Freeman Orne	700 00
S. Patterson	500 00
L. W. Conner	1,000 00
John Brown	† 500 00
Henry D. Stover	1,500 00
Esau Pickrell	5,000 00
Wesley Smith	1,000 00

Class No. 15, hickory bars:

Freeman Orne	168 40
L. W. Conner	* 156 00
John Brown	642 00
Esau Pickrell	530 00
Wesley Smith	440 00
Danl. J. Barrick	‡ 98 00

Class No. 16, black walnut:

Freeman Orne	4,300 00
L. W. Conner	5,160 00
John Brown	4,300 00
F. Blaisdell	4,171 00
Esau Pickrell	10,750 00
Wesley Smith	7,740 00
Chas. H. Sherrill	* 3,870 00

Class 17, cypress:

Freeman Orne	460 00
John Brown	* 350 00
F. Blaisdell	435 00
Esau Pickrell	1,259 00
Wesley Smith	500 00

Class 18, locust buts:

Freeman Orne	338 00
S. Patterson	* 225 00
L. W. Conner	360 00
John Brown	300 00
F. Blaisdell	355 50
Esau Pickrell	750 00
Wesley Smith	600 00
Danl. J. Barrick	360 00

Class No. 22, poplar:

Freeman Orne	*60 00
L. W. Conner	100 00
John Brown	100 00
Esau Pickrell	180 00

Class No. 25, iron, round, flat, and square:

J. L. Savage	*5,815 00
E. Wheeler	6,065 75
Freeman Orne	6,083 50
H. D. Stover	8,390 00

* Accepted. † Awarded by lot. ‡ Bid not received in time.

Class No. 26, steel :

J. L. Savage	*$1,626 00
Ephraim Wheeler	2,084 00
Freeman Orne	1,991 00
H. D. Stover	1,924 90

Class No. 27, iron spikes :

J. L. Savage	*650 00
A. B. Wolfe	1,050 00
Ephraim Wheeler	750 00
Freeman Orne	800 00
Henry D. Stover	700 00

Class No. 28, iron nails :

J. L. Savage	*1,705 00
Ephraim Wheeler	1,807 50
Freeman Orne	2,400 00
Henry D. Stover	2,005 00

Class No. 29, pig iron :

George E. Townsend	6,250 00
J. L. Savage	4,250 00
Ephraim Wheeler	5,500 00
Freeman Orne	*3,950 00
Henry D. Stover	6,500 00

Class No. 30, lead :

J. L. Savage	*29,700 00
Freeman Orne	30,420 00
Henry D. Stover	33,360 00

Class No. 31, zinc, tin, and solder :

J. L. Savage	3,955 00
Ephraim Wheeler	4,976 00
Freeman Orne	4,660 00
Henry D. Stover	*3,792 00
Lockwood & Collins	4,322 00
Matthias Ellis	3,890 50

Class No. 33, hardware:

Jos. L. Savage	*9,620 50
Ephraim Wheeler	10,391 15

Class No. 34, tools for stores :

J. L. Savage	*4,901 89
Ephraim Wheeler	5,919 90
Lockwood & Collins	*8,147 02

Class No. 35, brushes :

Jos. L. Savage	2,337 00
A. B. Wolfe	3,508 00
Ephraim Wheeler	*2,192 00
Freeman Orne	2,657 25
Henry D. Stover	2,231 00
Lockwood & Collins	4,301 00

Class No. 36, white lead :

Jos. L. Savage	3,600 00
A. B. Wolfe	4,050 00
Ephraim Wheeler	$4,200 00
Freeman Orne	4,425 00
Henry D. Stover	3,600 00
John Leary	3,525 00
Lockwood & Collins	3,510 00
Banker & Carpenter	3,270 00
William E. Spalding	*2,925 00

Class No. 37, zinc paint :

Jos. L. Savage	1,840 00
A. B. Wolfe	2,005 00
Ephraim Wheeler	2,690 00
Freeman Orne	1,530 00
Henry D. Stover	1,760 00
John Leary	1,400 00
Lockwood & Collins	*1,298 00
Banker & Carpenter	1,385 00
William E. Spalding	1,330 00
Matthias Ellis	1,300 00

Class No. 38, colored paints :

A. B. Wolfe	*2,252 50
Ephraim Wheeler	3,641 50
Freeman Orne	3,421 50
John Leary	3,778 00
Lockwood & Collins	2,301 25
Banker & Carpenter	2,427 50
William E. Spalding	2,401 50

Class No. 39, turpentine and varnish :

Freeman Orne	*6,257 50
John Leary	7,752 00
Lockwood & Collins	6,415 50
Banker & Carpenter	7,598 40
William E. Spalding	6,755 00

Class No. 40, linseed oil :

A. B. Wolfe	3,825 00
Ephraim Wheeler	3,900 00
Freeman Orne	3,695 00
Henry D. Stover	3,750 00
John Leary	*3,285 00
Lockwood & Collins	3,340 00
Banker & Carpenter	3,450 00
William E. Spalding	3,620 00

Class No. 41, glass :

Ephraim Wheeler	1,352 50
Freeman Orne	1,554 50
Henry D. Stover	*1,008 50
John Leary	1,367 00
Lockwood & Collins	2,427 50
William E. Spalding	1,339 60

Class No. 42, oakum :

Joseph L. Savage	*2,200 00
A. B. Wolfe	2,300 00
Ephraim Wheeler	2,500 00
Freeman Orne	2,375 00
Henry D. Stover	4,000 00
Lockwood & Collins	2,680 00

* Accepted.

Class No. 43, pitch, tar, and rosin: †	
Joseph L. Savage	$2,486 50
Ephraim Wheeler	3,075 00
Henry D. Stover	3,595 00
Lockwood & Collins	2,355 00
Banker & Carpenter	1,875 00
Class No. 44, fish oil:	
Joseph L. Savage	35 00
King & Burchell	10 00
Ephraim Wheeler	37 50
Freeman Orne	51 00
Henry D. Stover	40 00
Lockwood & Collins	29 00
Banker & Carpenter	39 00
Class No. 45, tallow, soap, and sweet oil:	
Joseph L. Savage	1,559 25
A. B. Wolfe	1,748 75
King & Burchell	*1,517 50
Ephraim Wheeler	1,902 50
Freeman Orne	2,050 75
Henry D. Stover	1,677 50
Lockwood & Collins	1,605 00
Class No. 47, ship chandlery:	
Joseph L. Savage	*403 25
Ephraim Wheeler	901 50
Freeman Orne	$674 50
Henry D. Stover	687 00
Lockwood & Collins	1,376 00
Class No. 52, ingot copper:	
Joseph L. Savage	*247,200 00
Revere Copper Company	260,000 00
Freeman Orne	254,000 00
Henry D. Stover	280,000 00
Baltimore and Cuba Smelting and Mining Co.	249,920 00
Class No. 53, tank iron:	
Joseph L. Savage	*795 00
Ephraim Wheeler	910 00
Freeman Orne	844 00
Henry D. Stover	960 00
Class No. 54, poles:	
Freeman Orne	*75 00
L. W. Conner	135 00
John Brown	450 00
Henry D. Stover	900 00
Class No. 55, bellows:	
Joseph L. Savage	*360 00
A. B. Wolfe	465 00
Ephraim Wheeler	500 00
Henry D. Stover	600 00

* Accepted. † No contract made.

Schedule of materials required at the United States navy yard at Kittery, Maine, for 1863 *and* 1864.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 1, white oak logs.

100,000 cubic feet white oak plank stock logs ..... $0 65 per cubic foot.
To be delivered as required.

Class No. 3, white oak promiscuous timber.

50,000 cubic feet white oak curved timber..... $0 60 per cubic foot.
To be delivered as required.

GEORGE A. HAMMOND, Eliot, Maine. Date of contract, July 18, 1863.

Class No. 4, white oak plank.

75,000 feet, board measure, white oak plank, 3½ inches thick ..... $69 00 per M feet.
To be delivered as required.

Class No. 10, white pine mast timber.

4 pieces, 75 feet long, 24 inches diameter, ⅓ from the but	$123	00	each.

To be delivered as required.

Class No. 11, white pine plank and boards.

100,000 feet, board measure, white pine boards, 1 inch, No. 2	$38	00	per M feet.
30,000 feet, board measure, white pine boards, 1 inch, No. 3	20	00	per M feet.
20,000 feet, board measure, white pine boards, 1¼ inch, No. 2	38	00	per M feet.
6,000 feet, board measure, white pine plank, 3 inches, No. 1	48	00	per M feet.
20,000 feet, board measure, white pine plank, 1½ inch, No. 1	48	00	per M feet.
6,000 feet, board measure, white pine plank, 3 inches, No. 2	38	00	per M feet.
20,000 feet board measure, white pine plank, 1½ inch, No. 2	38	00	per M feet.
40,000 feet, board measure, white pine plank, 2 inches, No. 2	38	00	per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 12, white pine deck plank and stage plank.

50,000 board feet white pine deck plank, 3 inches thick, 6 inches in width, and from 35 to 40 feet in length, square edged, to be free from knots and shakes	$45	00	per M feet.
30,000 board feet white pine deck plank, from 35 to 40 feet in length, 2½ inches thick	45	00	per M feet.
10,000 board feet white pine deck plank, from 35 to 40 feet in length, 3½ inches thick	45	00	per M feet.
30,000 board feet white pine stage plank, from 35 to 40 feet in length, 3 inches thick, and from 12 to 18 inches in width, square edged, free from large knots and other defects	25	00	per M feet.

To be delivered as required.

Class No. 13, ash logs and plank.

6,000 board feet 3-inch white ash plank, not less than 20 inches wide	$45	00	per M feet.
10,000 board feet 2-inch white ash plank, clear	45	00	per M feet.
6,000 board feet 1½-inch white ash plank, clear	45	00	per M feet.
2,000 board feet 1-inch white ash plank, clear	45	00	per M feet.
4,000 board feet 1¼-inch white ash plank, clear	45	00	per M feet.

To be delivered as required.

GEORGE T. VAUGHAN, Portsmouth, N. H. Date of contract, July 18, 1863.

Class No. 14, ash oars.

600 best quality white ash oars, from 12 to 18 feet long, per sample, say 9,800 feet	$0	7¼ per foot.

To be delivered as required.

GEORGE A. HAMMOND, Eliot, Maine. Date of contract, July 18, 1863.

Class No. 15, hickory buts.

60 white-heart hickory buts, from 12 to 14 feet long	$4 90	each.

To be delivered as required.

CHARLES H. SHERRILL, Albany, N. Y. Date of contract, July 21, 1863.

Class No. 16, black walnut, cherry.

3,000 board feet black walnut boards, 1 inch	$75 00	per M feet.
1,000 board feet black walnut boards, 1¼ inch	75 00	per M feet.
2,000 board feet black walnut plank, 3 inches.....	75 00	per M feet.
2,000 board feet black walnut plank, 2 inches.....	75 00	per M feet.
2,000 board feet black walnut plank, 1½ inch	75 00	per M feet.
1,000 board feet black walnut plank, 1¾ inch	75 00	per M feet.
1,000 board feet black walnut plank, 7 inches.....	75 00	per M feet,
1,000 board feet cherry plank, 4 inches	75 00	per M feet.
1,000 board feet cherry plank, 1¼ inch	75 00	per M feet.
1,000 board feet cherry plank, 3 inches	75 00	per M feet.
1,000 board feet cherry plank, 2 inches	75 00	per M feet.
6,000 board feet cherry boards, 1 inch.....	75 00	per M feet.

To be delivered as required.

GEORGE A. HAMMOND, Eliot, Maine. Date of contract, July 18, 1863.

Class No. 17, cypress and cedar.

6,000 board feet cedar boards and plank, from ⅞ to 1¼ inch	$48 00	per M feet.

To be delivered as required.

Class No. 18, locust.

500 cubic feet locust, from 14 to 24 inches diameter	$1 24	per cubic foot.

To be delivered as required.

SMITH BROTHERS & CO., Boston. Date of contract, July 17, 1863.

Class No. 19, white oak staves and heading.

1,000 pieces white oak staves, 62 inches long.....	$0 23	per piece.
1,000 pieces white oak staves, 54 inches long	15	per piece.
1,000 pieces white oak staves, 42 inches long	14	per piece.
1,000 pieces white oak staves, 32 inches long	09	per piece.
1,000 pieces white oak heading, 32 inches long....	13	per piece.

To be delivered as required.

GEORGE A. HAMMOND, Eliot, Maine. Date of contract, July 18, 1863.

Class No. 20, black spruce.

10 pieces black spruce spars, 70 feet long	$50 00	each.
30 pieces black spruce spars, 60 feet long	20 00	each.
2,000 inches black spruce spars, from 7 to 10 inches diameter	18	per inch.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 21, locust treenails.

25,000 locust treenails, riven $1\frac{1}{4}$ inch square, 20 to 24 inches long	$36 00	per M.
10,000 locust treenails, riven $1\frac{1}{2}$ inch square, 24 to 28 inches long	58 00	per M.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 23, lignumvitæ.

6 tons lignumvitæ, 5 to 8 inches	$30 00	per ton.
4 tons lignumvitæ, 8 to 12 inches	40 00	per ton.
4 tons lignumvitæ, 12 to 16 inches	60 00	per ton.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 25, iron—round, flat, and square.

200,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches	$0 04$\frac{1}{4}$	per pound.
50,000 pounds round iron, from $2\frac{5}{8}$ to 3 inches	04	per pound.
50,000 pounds round iron, from $3\frac{1}{4}$ to 6 inches	05	per pound.
50,000 pounds square iron, from 1 to 6 inches	$04\frac{1}{8}$	per pound.
30,000 pounds hammered square iron, from 1 to 6 inches	$06\frac{1}{4}$	per pound.
50,000 pounds flat hammered iron, 1 to 2 by 1 to 6 inches wide	$06\frac{1}{4}$	per pound.
200,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $\frac{1}{4}$ to 9 inches wide	$04\frac{1}{4}$	per pound.
50,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide	$04\frac{1}{4}$	per pound.
3,000 pounds best American flange iron	$07\frac{1}{2}$	per pound.
6,000 pounds Pembroke rivet iron, from $\frac{3}{8}$ to 1 inch diameter	$06\frac{3}{4}$	per pound.
5,000 pounds thimble iron, assorted	$05\frac{1}{4}$	per pound.
500 pounds angle iron	05	per pound.
2,000 pounds R. G. iron	$07\frac{1}{4}$	per pound.
1,000 pounds galvanized sheet iron	10	per pound.
1,000 pounds Russia iron, No. 12	19	per pound.
500 pounds iron chain, $\frac{1}{2}$ inch	$09\frac{3}{4}$	per pound.
500 pounds iron chain, $\frac{3}{8}$ inch	12	per pound.

5,000 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick, and from $\frac{7}{8}$ to $2\frac{1}{4}$ inches wide	$0 05$\frac{3}{4}$	per pound.
3,000 pounds wrought iron clinch rings, $\frac{1}{4}$ to $1\frac{1}{2}$ inch	$13\frac{1}{2}$	per pound.
500 pounds $1\frac{1}{2}$ inch by 3 inches square iron nuts, $1\frac{3}{8}$-inch hole	09	per pound.
500 pounds $1\frac{1}{4}$ inch by $2\frac{1}{2}$ inches square iron nuts, $1\frac{1}{8}$-inch hole	09	per pound.
500 pounds $1\frac{1}{8}$ inch by $2\frac{1}{4}$ inches square iron nuts, 1-inch hole	08	per pound.
500 pounds 1 inch by $\frac{1}{2}$ inch square iron nuts, $\frac{7}{8}$-inch hole	08	per pound.
400 pounds $\frac{7}{8}$ inch by $1\frac{3}{4}$ inch square iron nuts, $\frac{5}{8}$-inch hole	08	per pound.
300 pounds $\frac{5}{8}$ inch by $1\frac{1}{4}$ inch square iron nuts, $\frac{1}{2}$-inch hole	08	per pound.
400 pounds $\frac{1}{2}$ inch by 1 inch square iron nuts, $\frac{3}{8}$-inch hole	08	per pound.
1,000 pounds wrought iron punched nuts, sizes as required	12	per pound.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 22, 1863.

Class No. 26, steel.

3,600 pounds best square cast steel, assorted	$0 15	per pound.
3,600 pounds best flat cast steel, assorted	25	per pound.
1,000 pounds best round cast steel, assorted	10	per pound.
800 pounds best octagon cast steel, assorted	25	per pound.

To be delivered as required.

JOHN P. LYMAN, Portsmouth, N. H. Date of contract, July 18, 1863.

Class No. 27, iron spikes.

5,000 pounds hand-made wrought iron spikes, from 4 to 6 inches long	$0 06	per pound.
15,000 pounds hand-made wrought iron spikes, from $6\frac{1}{2}$ to 7 inches long	$05\frac{3}{4}$	per pound.
2,000 pounds galvanized iron spikes, from 4 to 6 inches long	10	per pound.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 28, iron nails, wrought and cut.

10,000 pounds iron cut nails, from 3*d* fine to 60*d*	$0 $05\frac{1}{8}$	per pound.
2,000 pounds iron wrought nails, from 6*d* fine to 20*d*	07	per pound.
1,000 pounds iron wrought clout nails, $\frac{1}{2}$ to $1\frac{1}{2}$ inch	$10\frac{1}{8}$	per pound.
400 pounds iron cut finishing nails, $\frac{1}{2}$ to 2 inches	$09\frac{1}{4}$	per pound.
2,000 pounds iron cut finishing nails, from 6*d* to 10*d*	$05\frac{5}{8}$	per pound.
1,000 pounds iron cut sheathing nails, $2\frac{1}{2}$ inches long	05	per pound.
20 pounds iron sheave rivets, $\frac{3}{8}$ to 4 inches long	13	per pound.
20,000 iron gimp tacks, from 4 to 8 ounces	08	per M.

To be delivered as required.

HENRY D. STOVER, New York. Date of contact, July 14, 1863.

Class No. 30, lead.

10,000 pounds lead pipe, assorted	$0 12	per pound.

To be delivered as required.

Class No. 31, tin and zinc.

12,000 pounds sheet zinc	$0 12	per pound.
5,000 pounds Banca tin	45	per pound.
3,000 pounds slab zinc	10	per pound.
3 boxes XXX tin, 14 by 20	20 00	per box.
2 boxes XX tin, 12½ by 17	15 00	per box.
4 boxes XX tin, 12 by 12	12 00	per box.
4 boxes X tin, 10 by 14	20 00	per box.
15 boxes X tin roofing	12 00	per box.
5 boxes D common tin, 12½ by 17	12 00	per box.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 33, hardware.

1,000 pairs cast brass butt hinges, 2 by 1½ inch, with brass pins	$0 23	per pair.
30 dozen pairs brass butt hinges, 4½-inch shifting pins	11 00	per dozen.
15 dozen brass drawer locks, 2¾-inch	2 25	per dozen.
25 dozen 4-inch brass mortise locks, white porcelain furniture	11 00	per dozen.
6 dozen brass rural locks, 5-inch	12 50	per dozen.
6 dozen brass mortise locks, with mineral knobs	10 00	per dozen.
40 dozen brass padlocks, 2½-inch	8 00	per dozen.
3 dozen brass wardrobe locks, 4-inch	3 25	per dozen.
6 dozen brass wardrobe locks, 3-inch	3 00	per dozen.
4 dozen brass wardrobe locks, 2½-inch	2 75	per dozen.
12 dozen brass wardrobe locks, 1⅞-inch	2 25	per dozen.
6 dozen brass cupboard locks, 2½-inch	1 75	per dozen.
400 gross brass screws, gimlet point, Nos. 4 to 20, from 1 to 3 inches long	3 50	per gross.
2 gross brass cabin-door hooks and eyes, from 3 to 4 inches, on plates	45 00	per gross.
1 gross brass coat and hat hooks	24 00	per gross.
6 gross brass pantry hooks	3 50	per gross.
100 gross iron screws, with gimlet points, Nos. 4 to 24	79	per gross.
800 pounds No. 4 brass wire	45	per pound.
25 square feet brass wire gauze	40	per foot.
300 pounds sheet brass, assorted, as required	44	per pound.
1,000 pounds brass wire, assorted, as required	44	per pound.
100 pounds copper wire, assorted as required	55	per pound.
100 pounds copper rivets, assorted	60	per pound.
600 pounds sheet brass, assorted	43	per pound.
300 yards brass jack-chain, No. 12	17	per yard.
100 yards brass jack-chain, No. 10	24	per yard.

300 yards iron jack-chain, No. 8	$0 13	per yard.
2,000 tenter hooks	3 00	per M.
10 papers glaziers' points	12	per paper.

To be delivered as required.

Class No. 34, tools for stores.

6 adzes, carpenters'	$2 00	each.
2 adzes, hollow	2 00	each.
2 adzes, coopers'	1 65	each.
2 axes, coopers'	1 90	each.
6 axes, broad	2 50	each.
4 axes, wood	1 25	each.
24 augers, patent	80	each.
2 dozen awls, brad	55	per dozen.
2 dozen awls, wire	55	per dozen.
2 bung-borers	1 10	each.
4 braces and bits, wood, complete, (48 bits)	6 25	per set.
8 anvils, estimated 200 pounds each, (1,600 pounds)	16	per pound.
2 braces and bits, coopers', complete, (20 bits)	3 50	per set.
6 pairs callipers, 24-inch	2 00	per pair.
1 tap-borer	60	each.
12 pairs spring callipers, 6-inch	60	each.
2 bevels, steel-tongued	42	each.
12 callipers, 12-inch	90	each.
2 crows, coopers'	1 50	each.
12 spring dividers, 6 inches long	40	each.
6 compasses, carpenters'	20	each.
12 dividers, 12 inches long	80	each.
6 compasses, armorers'	65	each.
3 brass dividers	40	each.
2 diamonds, glaziers'	4 50	each.
4 rivet hammers, handled	75	each.
1 dozen screw wrenches, 12-inch	10 80	per dozen.
1 dozen screw wrenches, 16-inch	15 60	per dozen.
1 dozen chisels, socket, assorted	6 25	per dozen.
4 dozen nail gimlets, assorted	25	per dozen.
1 dozen chisels, firmer, assorted	2 25	per dozen.
1 dozen spike gimlets, assorted	50	per dozen.
½ dozen carpenter's gouges	2 75	per dozen.
1 dozen firmer gouges, assorted, ¼ to 2 inches	3 25	per dozen.
1 dozen socket gouges, assorted, ¾ to 3 inches	6 50	per dozen.
6 hammers, rivet, (handled)	75	each.
24 hammers, claw	75	each.
6 hatchets, cast steel	75	each.
3 coopers' marking irons	40	each.
6 drawing knives	60	each.
6 putty knives	30	each.
6 moulding planes	60	each.
3 long jointer planes	80	each.
3 grooving planes, width of iron ¼ to 1 inch	80	each.
6 short jointer planes	1 50	each.
6 smoothing planes, width of iron 1¾ to 2 inches	90	each.
3 long jointers, coopers'	8 00	each.
3 beading planes, width of iron ¼ to ¾ inch	60	each.
3 jack-planes	90	each.

24 pincers, assorted	$0	21	each
6 pliers, assorted, (cutting,) 14 inches long		25	each.
6 rules, 2 feet, double and single jointed		30	each.
4 wood saws		70	each.
18 handsaws	1	50	each.
2 cross-cut saws	4	50	each.
48 hack-saws, blades 12 to 14 inches long	2	00	each.
2 panel saws	1	25	each.
2 dovetail saws	1	75	each.
4 compass saws, 10 to 15 inches		45	each.
3 sash saws	1	10	each.
2 keyhole saws		50	each.
2 keyhole saws and pads, 6 to 12 inches		62	each.
2 tenon saws	1	50	each.
2 saw-sets		60	each.
2 bench screws		62	each.
6 clamp screws		75	each.
4 spokeshaves		35	each.
6 iron squares, 2 feet		30	each.
50 steel scrapers, steel blades		20	each.
6 tinners' shears, No. 1	11	00	each.
6 hand snips, No. 6	3	00	each.
6 edging stakes	2	25	each.
6 blow-horn stakes	5	00	each.
10 pairs scissors		25	each.
25 bench vices, 70 pounds, solid nuts	13	00	each.
25 hand vices, large size		60	each.
6 grindstones, 120 pounds	8	25	each.
12 oil stones		10	each.
4 trying squares		40	each.

To be delivered as required.

J. H. BAILEY, Portsmouth, N. H. Date of contract, July 18, 1862.

Class No. 36, white lead.

24,000 pounds pure dry white lead	$0	$9\frac{2}{10}$	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 37, zinc paints.

3,000 pounds dry brown zinc	$4	90	per pound.
2,000 pounds pure dry white zinc	5	90	per pound.

To be delivered as required.

Class No. 38, colored paints, dryer.

800 pounds red lead, dry	$0	10	per pound.
500 pounds litharge		10	per pound.
5,000 pounds Paris whiting, dry		2	per pound.
10 pounds terra de sienna, burned		10	per pound.
10 pounds Indian red, dry		20	per pound.
5 pounds Chinese vermillion	1	37	per pound.
15 pounds American vermillion		28	per pound.
5 pounds ultramarine blue, dry		35	per pound.

15 pounds Prussian blue	$0 65	per pound.
100 pounds gum shellac	80	per pound.
5 pounds Vandyke brown	10	per pound.
200 pounds whiting	1¼	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 39, turpentine, varnish.

200 gallons pure spirits turpentine	$3 60	per gallon.
40 gallons Demar varnish	5 00	per gallon.
100 gallons bright varnish	75	per gallon.
5 gallons English coach varnish	5 00	per gallon.
20 gallons coach body varnish	5 00	per gallon.
600 gallons benzine	30	per gallon.
30 gallons alcohol, 95 per cent. proof	90	per gallon.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 40, linseed oil.

2,700 gallons linseed oil	$1 29½	per gallon.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, September 1, 1863.

Class No. 41, glass.

100 lights, 9 by 12 inches, double thick, 1st quality glass	$0 15	per light.
100 lights, 10 by 12 inches, double thick, 1st quality glass	16	per light.
100 lights, 10 by 14 inches, double thick, 1st quality glass	18	per glass.
300 lights, 10 by 16 inches, double thick, 1st quality glass	25	per glass.
200 lights, 8 by 10 inches, double thick, 1st quality glass	10	per light.
400 lights, 12 by 16 inches, double thick, 1st quality glass	30	per light.
200 lights, 14 by 18 inches, double thick, 1st quality glass	44	per light.
50 lights, 14 by 20 inches, double thick, 1st quality glass	48	per light.
100 lights, 16 by 24 inches, double thick, 1st quality glass	65	per light.
50 lights, 24 by 30 inches, double thick, 1st quality glass	1 80	per light.
50 deck lights, 9 by 3½ inches, 1st quality glass	1 00	each.
150 port lights, 7 inches diameter, 1½ inch thick	2 00	each.
50 deck lights, 9 inches diameter, 1½ inch thick	3 50	each.
100 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	7 00	each.

To be delivered as required.

SOUTHARD, HERBERT & Co., Boston. Date of contract, July 21, 1863.

Class No. 44, fish oil.

290 gallons fish oil	$0 90	per gallon.

To be delivered as required,

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 45, tallow, soap.

200 pounds best castile soap	$0 10	per pound.
1,400 pounds pure beef tallow	12	per pound.
200 pounds pulverized black lead	12	per pound.

To be delivered sa required.

Class No. 47, ship chandlery.

45 water-closet basins, china, per sample	$2 00	each.
50 yards satinet, per sample	40	per yard.
200 pounds muriatic acid	6	per pound.
200 pounds sulphuric acid	6	per pound.
50 pounds sal ammoniac	20	per pound.
300 pounds borax	40	per pound.
25 pounds sheet mica, 4 by 6 inches	20	per pound.
50 pounds potash	13	per pound.
50 pounds lamp-wicking	1 00	per pound.
25 pounds lump pumice-stone	4	per pound.
200 pounds white chalk	2	per pound.
25 pounds red chalk	10	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard at Charlestown, Massachusetts, for 1863–'64.

TRICKEY & JEWETT, Boston. Date of contract, August 15, 1863.

Class No. 1, white oak logs.

150,000 cubic feet white oak plank stock logs	$0 63	per cubic foot.

To be delivered as required.

LUCIUS A. HOVEY, Fulton, N. Y. Date of contract, July 27, 1863.

Class No. 2, white oak keel pieces.

14 white oak keel pieces, sides 18 inches, and moulded 20 inches; from 40 feet to 60 feet in length; estimated to contain 2,000 cubic feet	$0 70	per cubic foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 3, white oak promiscuous timber.

15,000 cubic feet white oak curved timber	$0 68	per cubic foot.

To be delivered as required.

Class No. 4, white oak plank.

100,000 feet board measure 5-inch white oak plank..	$70 00	per M feet.
100,000 feet board measure 4½-inch white oak plank.	70 00	per M feet.
100,000 feet board measure 4-inch white oak plank..	70 00	per M feet.

To be delivered as required.

CHAS. H. SHERRILL, Albany, N. Y. Date of contract, July 21, 1863.

Class No. 6, yellow pine logs.

100, 000 cubic feet yellow pine plank stock logs....	$0 73	per cubic foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 10, white pine mast and spar timber.

4 white pine masts, 76 feet long, 24 inches diameter at ⅓ the length from the but; diameter at top end, 20 inches.....	$175 00	each.
6 white pine masts, 72 feet long, 22 inches diameter at ⅓ the length from the but; diameter at top end, 18 inches	150 00	each.
8 white pine masts, 65 feet long, 18 inches diameter at ⅓ the length from the but; diameter at top end, 14 inches.....	100 00	each.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 11, white pine logs, plank, and boards.

5,000 cubic feet white pine logs.....	$0 40	per cubic foot.
10,000 feet, board measure, white pine plank, No 2, from 4 to 6 inches.....	35 00	per M feet.
10,000 feet, board measure, No. 2, white pine plank, from 1¼ to 4 inches.....	35 00	per M feet.
200,000 feet, board measure, No. 2, 1-inch white pine boards	35 00	per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 12, white pine deck and stage plank.

75,000 feet white pine deck plank, 2½ and 3 inches..	$45 00	per M feet.
50,000 feet white pine stage plank, 3 inches	26 00	per M feet

To be delivered as required.

Class No. 13, ash logs and plank.

50,000 feet, board measure, clear white ash boards, 1-inch and under	$45 00	per M feet.
20,000 feet, board measure, clear white ash plank, $1\frac{1}{8}$ to 2 inches	45 00	per M feet.
15,000 feet, board measure, clear white ash plank and boards, $1\frac{1}{4}$ to 5 inches	45 00	per M feet.
10,000 feet, board measure, clear white ash plank, $2\frac{1}{2}$ to 5 inches	40 00	per M feet.
2,000 cubic feet round ash logs, 14 feet long, 14 inches diameter at the top end	50	per cubic foot.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 14, ash oars.

2,000 feet white ash oars, from 10 to 18 feet long	$0 08	per foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 16, black walnut, mahogany, and cherry.

25,000 feet, board measure, black walnut, 1 to 4 inches thick	$75 00	per M feet.
10,000 feet, board measure, Saint Domingo mahogany plank, 1 to $3\frac{1}{2}$ inches thick	20	per foot.
25,000 feet, board measure, cherry, from 1 to 4 inches thick	65 00	per M feet.
30,000 feet, board measure, maple plank, $1\frac{1}{2}$ inch thick	25 00	per M feet.

To be delivered as required.

Class No. 18, locust.

2,000 cubic feet yellow locust	1 50	per cubic foot.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 19, white oak staves and heading.

5,000 pieces white oak staves, in length 56 inches	$0 $12\frac{1}{2}$	per piece.
1,000 pieces white oak staves, in length 44 inches	$12\frac{2}{3}$	per piece.
2,000 pieces white oak staves, in length 34 inches	$9\frac{1}{4}$	per piece.
1,000 pieces white oak heading, in length 32 inches	$14\frac{1}{8}$	per piece.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, July 21, 1863.

Class No. 20, black spruce.

1,000 inches black spruce spars, 5 to 10 inches diameter	$0 20	per inch.

50 pieces black spruce spars, 50 feet long, 11 inches diameter	$12 00	each.
50 pieces black spruce spars, from 50 to 65 feet in length, diameter from 12 to 20 inches	25 00	each.

To be delivered as required

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 21, locust treenails.

50,000 locust treenails, in length from 18 to 30 inches, and to work not less than $1\frac{1}{4}$ inch in diameter	$54 00	per M.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 23, lignumvitæ.

30 tons lignumvitæ, 4 to 16 inches	$49 00	per ton.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, September 10, 1863.

Class No. 25, iron.

250,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches	$0 04	per pound.
10,000 pounds round iron, from $2\frac{5}{8}$ to 3 inches	04	per pound.
30,000 pounds round iron, from $3\frac{1}{4}$ to 7 inches	05	per pound.
5,000 pounds square iron, from $\frac{1}{2}$ to 2 inches	04	per pound.
10,000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches	04	per pound.
10,000 pounds hammered square iron, from 1 to 6 inches	$05\frac{1}{2}$	per pound.
100,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide	$04\frac{1}{4}$	per pound.
5,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide	05	per pound.
2,000 pounds No. 17 hoop iron, 1 inch wide	$05\frac{1}{2}$	per pound.
3,000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches wide	$04\frac{1}{2}$	per pound.
3,000 pounds sheet iron, Nos. 15 to 25	$06\frac{1}{2}$	per pound.
500 pounds Russia sheet iron, Nos. 10 to 24	18	per pound.
5,000 pounds spike rods, $\frac{1}{4}$ to $\frac{1}{2}$ inch	$04\frac{1}{2}$	per pound.
1,000 pounds Russia nail rods	10	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 26, steel.

3,000 pounds cast steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches square	$0 20	per pound.
1,000 pounds cast steel, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches round	20	per pound.
200 pounds sheer steel, $\frac{1}{2}$ to 24 inches flat	30	per pound.
1,000 pounds blister steel, large size	15	per pound.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 22, 1863.

Class No. 27, iron spikes.

0,000 pounds wrought iron spikes, from 3 to 10 inches long	$5 47	per pound.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 28, iron nails—wrought and cut.

2,000 pounds wrought-iron nails, from 6*d* to 20*d*	$0 06½	per pound.
500 pounds wrought-iron boat nails, 1½ to 3½ inches	06½	per pound.
1,000 pounds wrought-iron clout nails, from ½ to 1½ inches	10	per pound.
5,000 pounds iron cut nails, from 4*d* to 40*d*	05	per pound
1,000 pounds iron cut sheathing nails, 3 inches	05	per pound.
1,000 pounds finishing nails, from 1 to 2 inches	09	per pound.
300 pounds cut brad-head nails, from 4*d* to 10*d*	05	per pound.

To be delivered as required.

E. W. BARSTOW, New York. Date of contract, July 24, 1863.

Class No. 30, lead.

20,000 pounds drawn lead pipe, from ½ to 1½ inch diameter	$0 12	per pound.
50,000 pounds sheet lead, from 3 to 20 pounds to the foot	11¾	per pound.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 31, zinc, tin, and solder.

20, 000 pounds sheet zinc	$0 11	per pound.
15, 000 pounds pig zinc	07	per pound.
20, 000 pounds Banca tin	50	per pound.
100 pounds braziers' solder	20	per pound.
50 boxes tin plate, X D	20 00	per box.
20 boxes tin plate, 1 X S D	20 00	per box.
20 boxes tin plate, 14 by 20 inches, 1 X	15 00	per box.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 33, hardware.

200 pounds burrs, copper, assorted	$0 58	per pound.
15 dozen buttons, plate brass	83	per dozen.
10 dozen bolts, flush, brass, 6 by 1¼ inch	4 00	per dozen.
10 dozen bolts, neck, brass, 6 inches	4 75	per dozen.
500 pounds brass, sheet, assorted	43	per pound.
24 dozen escutcheons, thread brass, assorted	8	per dozen.
48 dozen escutcheons, plate brass, assorted	15	per dozen.

20 pounds escutcheon pins, brass, assorted	$1 08	per pound.
12 dozen door locks, brass, mortise, No. 9 and No. 7	7 25	per dozen.
50 pairs brass butt hinges, 4½-inch shifting pins	93	per pair.
100 pairs brass butt hinges, 3½-inch shifting pins	67	per pair.
150 pairs brass butt hinges, 4 by 4-inch shifting pins	1 15	per pair.
50 pairs brass butt hinges, 3-inch stationary pins	35	per pair.
50 pairs brass butt hinges, 2½-inch stationary pins	29	per pair.
24 pairs iron butt hinges, 2 by 1½ to 4 by 4 inches	27	per pair.
100 pairs brass butt hinges, 2-inch stationary pins	24	per pair.
12 dozen cabin door hooks, brass, 6 inches	3 75	per dozen.
6 dozen iron side hooks and eyes, 2½ inch	50	per dozen.
10 dozen blank drawer lock keys	50	per dozen.
20 dozen iron padlocks	2 00	per dozen.
12 dozen brass padlocks	10 50	per dozen.
12 dozen brass dead locks, 5 inches	13 00	per dozen.
30 dozen mortise locks, No. 9, with mineral knobs and trimmings	12 56	per dozen.
12 dozen mortise locks, No. 9, with glass octagon knobs, and silver plated trimmings, complete	20 00	per dozen.
24 dozen drawer locks, 2½ inches	2 60	per dozen.
24 dozen cupboard locks, 3½ inches, right and left	2 60	per dozen.
15 dozen iron closet locks, 2½ and 4 inches, right and left	1 75	per dozen.
12 dozen pantry hooks, brass	38	per dozen.
2 dozen brass knobs and spindles	4 50	per dozen.

All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.

100 pounds coppersmiths' copper rivets	59	per pound.
2,000 pounds copper boat rivets	42	per pound.
2,000 pounds iron sheave rivets, ¾ to 3¾ inches	14	per pound.
600 pounds coopers' iron rivets	10½	per pound.
200 gross brass screws, gimlet points, Nos. 4 to 26	2 50	per gross.
400 gross iron screws, gimlet points, Nos. 3 to 24	93	per gross.
60,000 copper cut tacks, ⅝ to 1¼ inch	55	per M.
10,000 iron gimp tacks	10	per M.
10,000 iron cut tacks	10	per M.
400 pounds bench vices, 3½ to 5½ inch jaws	17	per pound.
1,000 pounds brass wire, assorted	44	per pound.
100 water-closet basins, china	2 00	each.
100 gross copper-washed screws	50	per gross.
400 pounds wood screw bolts, assorted, 3 to 4 inches	13	per pound.
100 gross iron screws, ¾ to 1½ inch	44	per gross.

Class No. 34, tools for stores, &c.

50 adzes, carpenters', handled	$1 88	each.
12 adzes, hollow, handled	1 90	each.
24 adzes, coopers', handled	1 63	each.
50 axes, broad, handled	2 38	each.
12 axes, coopers', handled	1 88	each.
75 axes, wood, handled	1 25	each.
24 axes, pick, with hoe combined, handled	1 20	each.

8 dozen awls, brad, handled	$0 56	per dozen.
2 dozen awls, wire, handled	56	per dozen.
5 dozen awls, shoemakers', handled	56	per dozen.
12 anvils, estimated at 140 pounds each, say 1,680 pounds	15	per pound.
24 braces and bits, complete, 48 bits	6 50	per set.
24 bevels, steel-tongued	45	each.
24 balances, spring, to weigh 25 pounds each	12½	each.
24 balances, spring, to weigh 50 pounds each	30	each.
12 crows, coopers'	1 30	each.
6 dozen compasses, carpenters'	2 25	each.
2 dozen compasses, armorers'	4 25	per dozen.
8 dozen chisels, firmer, assorted, handled	2 20	per dozen.
8 dozen chisels, socket, assorted, handled	4 75	per dozen.
24 sets couplings and boxes, complete, for hand pumps	1 00	per set.
20 sets dies, letters, and figures, ⅜-inch	13 50	per set.
24 diamonds, glaziers'	3 75	each.
12 filterers, with cock and coupling, complete	4 00	each.
12 dozen nail gimlets, assorted	25	per dozen.
12 dozen spike gimlets, assorted	50	per dozen.
2 dozen carpenters' gauges	75	per dozen.
12 dozen firmer gouges, handled, assorted	2 40	per dozen.
12 dozen socket gouges, handled, assorted	4 40	per dozen.
12 hammers, tinners', handled	1 12½	each.
6 hammers, saddlers', handled	62	each.
12 hammers, coopers', handled	84	each.
12 hammers, rivet, handled	70	each.
60 hammers, claw, handled	75	each.
75 hatchets, cast steel, handled	90	each.
50 drawing knives	80	each.
6 pitch kettles, 20 inches diameter at top	2 30	each.
12 glue kettles	3 00	each.
24 iron ladles	75	each.
6 sets castings and tools for turning lathe, complete, for wood and iron	21 00	each.
24 moulding planes	50	each.
12 grooving planes, width of iron ¼ to 1 inch	60	each.
36 smoothing planes, width of iron 1¾ to 2 inches	65	each.
24 carpenters' short-jointer planes	80	each.
36 beading planes, width of iron ¼ to ¾ inch	60	each.
24 jack planes	75	each.
36 pincers, assorted	25	each.
36 pliers, cutting, and assorted	18	each.
48 rules, 2 feet, double and single jointed	30	each.
24 wood rasps, assorted	30	each.
48 wood saws	75	each.
24 handsaws	1 12½	each.
36 hack-saws, with frame	1 00	each.
12 hack-saw blades	25	each.
12 dovetail saws	1 25	each.
12 compass saws, 10 and 15 inches	33⅓	each.
12 keyhole saws and pads, 6 and 12 inches	50	each.
24 tenon saws	1 12½	each.
24 saw-sets	60	each.
12 scales, beam, to weigh 1,000 pounds	6 50	each.

12 jack screws, 2½ feet, equal to Ballard's	$16 00	each.
36 spokeshaves	30	each.
24 iron squares, 2 feet	25	each.
12 steel squares, 2 feet	85	each.
300 ship scrapers, steel blades, handled	20	each.
24 tinners' bench shears	4 00	each.
24 tinners' hand shears	2 00	each.
12 edging stakes	2 50	each.
12 planishing stakes	3 25	each.
48 screwdrivers, assorted	25	each.
24 pairs scissors	25	each.
24 hand vices	40	each.

To be delivered as required,

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 36, white lead.

10, 000 pounds pure dry white lead	$0 08½	per pound.
10, 000 pounds dry red lead	09	per pound.
2, 000 pounds litharge, dry	09	per pound.

To be delivered as required.

Class No. 37, zinc paints.

3, 000 pounds white zinc paint, in oil	$7 80	per pound.
3, 000 pounds white zinc paint, dry	06	per pound.

To be delivered as required.

Class No. 38, colored paints.

5, 000 pounds whiting, dry	$0 01¼	per pound.
200 pounds French yellow ochre, dry	03½	per pound.
50 pounds Turkey umber, dry	06	per pound.
40 pounds terra de sienna	05	per pound.
50 pounds chrome yellow, dry	18	per pound.
300 pounds chrone green, dry	06	per pound.
20 pounds Indian red, dry	20	per pound.
1, 000 pounds Venetian red, dry, English	01½	per pound.
40 pounds Chinese vermillion, dry	1 40	per pound.
40 pounds Chinese blue, dry	65	per pound.
40 pounds ultramarine blue, dry	40	per pound.
100 pounds brown manganese	05	per pound.
25 pounds ivory black	10	per pound.
65 pounds Vandyke brown	05	per pound.
200 pounds gum shellac	65	per pound.
100 pounds New Zealand gum copal	40	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 25, 1863.

Class No. 39, turpentine and varnish.

2, 000 gallons spirits of turpentine	$3 60	per gallon.
150 gallons copal vernish	2 25	per gallon.
250 gallons spirits wine, 95 per cent. proof	80	per gallon.
50 gallons coach varnish	3 00	per gallon.

100 gallons Japan varnish	$0	50	per gallon.
76 gallons white Demar varnish	3	00	per gallon.
75 gallons bright varnish		50	per gallon.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 40, linseed oil.

7,000 gallons linseed oil, "raw"	$1	18½	per gallon.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 24, 1863.

Class No. 41, glass.

5,000 feet double crown glass, sizes as may be required	$0	21	per foot.
100 clear polished magazine lenses, 14 inches diameter, 1½ inch thick	11	40	each.
100 clear polished magazine lenses, 10 inches diameter, 1½ inch thick	4	54	each.

To be delivered as required.

MULLETT & BRADBURY, Charlestown, Mass. Date of contract, July 20, 1863

Class No. 44, whale oil.

1,000 gallons whale oil	$0	85	per gallon.

To be delivered as required.

Class No. 45, tallow, soap, and sweet oil.

3,000 pounds pure beef tallow	$0	10¾	per pound.
1,500 pounds best hard brown soap		07	per pound.
500 pounds old castile soap		15	per pound.
25 gallons sweet oil	1	25	per gallon.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 17, 1863.

Class No. 47, ship chandlery.

500 pounds refined borax	$0	25	per pound.
1,000 pounds white chalk		02	per pound.
20 pounds red chalk		03	per pound.
500 pounds spun cotton		22	per pound.
4 reams crocus martis cloth	18	00	per ream.
12 bundles coopers' flags	1	35	per bundle.
24 grindstones, 120 pounds, mounted	8	50	each.
500 pounds best white glue		18	per pound.
5,000 inches mast hoops, hickory		01⅛	per inch.
48 chalk lines, 80 to 100 feet each		05	each.
12 measuring lines, metallic, 100 feet each	1	00	each.
100 barrels lime, of 200 pounds each	1	10	per barrel.
50 jars chloride of lime, in 20-pound jars	2	50	each.
24 oil stones, say, 36 pounds		04	per pound.

12 paint stones and muller	$1	25	each.
100 pounds potash		10½	per pound.
50 reams sandpaper, assorted	3	00	per ream.
50 pounds sal ammoniac		20	per pound.
500 pounds soda ash		05½	per pound.
100 pounds rotten-stone, in lumps		03	per pound.
50 pounds thrumbs	1	10	per pound,
12 sets turning tools for wood	3	25	per set.

To be delivered as required.

Schedule of materials required at the United States navy yard at Brooklyn, New York, for 1863 *and* 1864.

Wesley Smith, New York. Date of contract, July 24, 1863.

Class No. 1, white oak logs.

50, 000 cubic feet white oak plank stock logs	$0	55	per cubic foot.

To be delivered as required.

Lucius A. Hovey, Fulton, New Nork. Date of contract, July 24, 1863.

Class No. 2, white oak keel pieces.

0 keel pieces, 46 to 52 feet long, sided 17 inches, moulded 19 inches, estimated to measure 3,297 cubic feet	$0	70	per cubic foot.

To be delivered as required.

Class No. 3, white oak promiscuous timber.

0, 000 cubic feet white oak curved timber	$0	60.	

To be delivered as required.

N. H. Coverdale, Kent Co., Delaware. Date of contract, July 27, 1863.

Class No. 4, white oak plank.

40,000 best 3-inch plank	$63	00	per M feet.
70,000 best 3½-inch plank	63	00	per M feet
70,000 best 4-inch plank	63	00	per M feet.
30,000 best 4½-inch plank	63	00	per M feet.
30,000 best 5-inch plank	63	00	per M feet.
30,000 best 5½-inch plank	63	00	per M feet.
30,000 best 6-inch plank	63	00	per M feet.

To be delivered as required.

Peck & Church, New York. Date of contract, August 10, 1863.

Class No. 5, white chestnut.

200 pieces white chestnut, 10 feet long, 7 inches thick, 12 inches face, and curve 18 inches;

150 pieces white chestnut, 10 feet long, 7 inches thick, 12 inches face, and curve 12 inches;

150 pieces white chestnut, 24 feet long, 7 inches thick, 14 inches face, and curve 15 inches;
200 pieces white chestnut, 20 feet long, to side one way 15 inches straight, the other to be left the natural growth of the tree;
Estimated to contain 10,500 cubic feet.... $49 00 per cubic foot.

To be delivered as required.

F. BLAISDELL, New York. Date of contract, August 10, 1863.

Class No. 6, yellow pine plank stock logs.

60,000 cubic feet yellow pine plank stock logs ... $0 78 per cubic foot.

To be delivered as required.

JOHN A. ROLLINGS, Washington, D. C. Date of contract, July 23, 1863.

Class No. 7, yellow pine beams.

20 pieces, 32 to 36 feet long, sided 16 inches, moulded 14 inches;
20 pieces, 36 to 40 feet long, sided 16 inches, moulded 14 inches;
40 pieces, 45 to 50 feet long, sided 16 inches, moulded 14 inches;
Estimated to contain 5,162 cubic feet .... $0 99 per cubic foot.

To be delivered as required.

Class No. 8, yellow pine mast and spar timber.

4 pieces 60 feet long, 22 inches square, and parallel;
4 pieces 55 feet long, 22 inches square, and parallel;
4 pieces 50 feet long, 22 inches square, and parallel;
4 pieces 45 feet long, 22 inches square, and parallel;
4 pieces 40 feet long, 22 inches square, and parallel;
4 pieces 35 feet long, 22 inches square, and parallel;
4 pieces 72 feet long, 23 inches square, and parallel;
4 pieces 66 feet long, 23 inches square, and parallel;
4 pieces 75 feet long, 27 inches square at and ⅓ from the but, 19 inches at top end;
Estimated to contain 7,059 cubic feet..... $1 09 per cubic foot.

10 pieces 55 feet long, 18 inches square, and parallel;
15 pieces 55 feet long, 14 inches square, and parallel;
10 pieces 50 feet long, 18 inches square, and parallel;
4 pieces 55 feet long, 19 inches square, and parallel;
6 pieces 52 feet long, 13 inches square, and parallel;
6 pieces 45 feet long, 13 inches square, and parallel;
6 pieces 50 feet long, 16 inches square, and parallel;
10 pieces 45 feet long, 16 inches square, and parallel;
Estimated to contain 6,022 cubic feet..... $0 99 per cubic foot.

To be delivered as required.

J. BIGLER, Newburgh, N. Y. Date of contract, August 3, 1863.

Class No. 10, white pine mast timber.

6 white pine round spars, 92 feet long, 34 inches diameter at and ⅓ from but, top end 29 inches;
4 white pine round spars, 82 feet long, 33 inches diameter at and ⅓ from but, top end 29 inches;

6 white pine round spars, 80 feet long, 35 inches diameter at and ⅓ from but, top end 29 inches;
4 white pine round spars, 76 feet long, 32 inches diameter at and ⅓ from but, top end 28 inches;
4 white pine round spars, 80 feet long, 26 inches diameter in the middle;
4 white pine round spars, 76 feet long, 26 inches diameter in the middle;
Estimated to contain 876 inches ..... $4 75 per inch.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 17, 1863.

Class No. 11, white pine.

30,000 cubic feet white pine logs, No. 2	$20 00	per cubic foot.
150,000 feet, board measure, white pine boards, No. 1, from ½ to 1 inch, inclusive	45 00	per M feet.
300,000 feet, board measure, white pine boards, No. 2, from ½ to 1 inch, inclusive	36 00	per M feet.
110,000 feet, board measure, white pine plank, No. 1, from 1⅛ to 2 inches, inclusive	45 00	per M feet.
40,000 feet, board measure, white pine plank, No. 1, from 2⅛ to 3 inches, inclusive	25 00	per M feet.
5,000 feet, board measure, white pine plank, No. 1, from 3⅛ to 4 inches, inclusive	30 00	per M feet.
250,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2 inches, inclusive	40 00	per M feet.
30,000 feet, board measure, white pine plank, No. 2, from 2⅛ to 3½ inches, inclusive	30 00	per M feet.
30,000 feet, board measure, white pine box boards,	28 00	per M feet.
150,000 feet, board measure, white pine stage plank, of 3 inches	25 00	per M feet.
5,000 pieces No. 1 Albany plank	30	per piece.
5,000 pieces No. 2 Albany plank	25	per piece.
5,000 pieces No. 1 Albany plank	22	per piece.
5,000 pieces No. 2 Albany plank	22	per piece.

To be delivered as required.

Class No. 12, white oak boards and plank.

20,000 feet, board measure, 1-inch best white oak boards, from 20 to 30 feet long	$50 00	per M feet.
5,000 feet, board measure, 1¼-inch best white oak plank, 35 feet long	40 00	per M feet.
6,000 feet, board measure, 1½-inch best white oak plank, 35 feet long	60 00	per M feet.
7,000 feet, board measure, 2-inch best white oak plank, 35 feet long	60 00	per M feet.
5,000 feet, board measure, 2½-inch best white oak plank, from 30 to 40 feet long	60 00	per M feet.
1,000 feet, board measure, 3-inch best white oak plank, from 30 to 40 feet long	65 00	per M feet.

To be delivered as required.

PECK & CHURCH, New York. Date of contract, August 10, 1863.

Class No. 13, ash logs and plank.

4,000 feet, board measure, clear white ash boards, 1-inch	$40 00	per M feet.
170,000 feet, board measure, clear white ash plank, $1\frac{1}{8}$ to 2 inches	40 00	per M feet.
40,000 feet, board measure, clear white ash plank, $2\frac{1}{8}$ to 4 inches	40 00	per M feet.

To be delivered as required.

LOUIS O. SOUTHMAYD, New York. Date of contract, July 22, 1863.

Class No. 14, ash oars.

60,000 feet white ash oars, from 10 to 18 feet long	$0 06$\frac{7}{8}$	per foot.

To be delivered as required.

Class No. 15, hickory buts and handspikes.

75 white-heart hickory bars, from 12 to 14 feet long	$2 20	each.
500 white-heart hickory handspikes, 6 feet long, 4 inches square at the but	40	each.

To be delivered as required.

JOSEPH W. DURYEE, New York. Date of contract, July 31, 1863.

Class No. 16, black walnut, cherry.

63, 000 feet, board measure, black walnut, from 1 to 6 inches thick	$67 00	per M feet.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 17, 1863.

Class No. 17, cypress.

20, 000 feet, board measure, clear cypress boards and plank, from $\frac{7}{8}$ to $1\frac{3}{4}$ inch	$65 00	per M feet.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 18, locust.

1, 000 cubic feet best locust	$2 00	per cubic foot.
50, 000 best locust treenails, riven, $1\frac{1}{4}$ inch square, 20 and 24 inches long	40 00	per M.
30, 000 best locust treenails, riven, $1\frac{1}{2}$ inch square, 24 and 28 inches long	60 00	per M.

To be delivered as required.

CHARLES H. SHERRILL, Albany, N. Y. Date of contract, July 21, 1863.

Class No. 19, white-oak staves and headings.

17,000 pieces white-oak staves, in length 54 inches.	$0 06½	per piece.
8,000 pieces white-oak staves, in length 44 inches.	05½	per piece.
150 pieces white-oak but staves, in length 66 inches	07½	per piece.
5,000 pieces white-oak heading, in length 32 inches	04½	per piece.
7,000 pieces white-oak barrel staves	03	per piece.
10,000 pieces prime white-oak barrel staves	03	per piece.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 17, 1863.

Class No. 20, black spruce.

10 pieces black spruce spars, 40 to 45 feet long.	$9 00	each.
10 pieces black spruce spars, 45 to 50 feet long.	10 00	each.
10 pieces black spruce spars, 50 to 55 feet long.	11 00	each.
10 pieces black spruce spars, 55 to 60 feet long.	22 00	each.
10 pieces black spruce spars, 60 to 65 feet long.	27 00	each.
10 pieces black spruce spars, 65 to 70 feet long.	35 00	each.
10 pieces black spruce spars, 70 to 75 feet long.	45 00	each.
2,000 inches black spruce spars, from 5 to 10 inches diameter	25	per inch.
400 spruce poles, 2½ inches diameter, 20 feet long	50	each.

To be delivered as required.

PECK & CHURCH, New York. Date of contract, August 10, 1863.

Class No. 21, cedar.

75,000 feet, board measure, clear cedar boards and plank, from $\frac{7}{8}$ to 1¼ inch	$32 00	per M feet.

To be delivered as required.

JOSEPH W. DURYEE, New York. Date of contract, July 31, 1863.

Class No. 22, mahogany.

1,700 feet, board measure, St. Domingo mahogany, from ½ to 2 inches thick	$135 00	per M feet.
500 feet, board measure, St. Domingo mahogany, 6 by 6	135 00	per M feet.

To be delivered as required.

JOSEPH L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 23, lignumvitæ.

14 tons lignumvitæ, 3 to 5 inches	$30 00	per ton.
20 tons lignumvitæ, 5½ to 8 inches	70 00	per ton.
25 tons lignumvitæ, 8½ to 12 inches	60 00	per ton.

To be delivered as required.

Class No. 25, iron—round, flat, and square.

500,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches	$0 04	per pound.
100,000 pounds round iron, from $2\frac{5}{8}$ to 3 inches	05	per pound.
75,000 pounds round iron, from $3\frac{1}{4}$ to 6 inches	04	per pound.
100,000 pounds square iron, from $\frac{1}{2}$ to 2 inches	05	per pound.
25,000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches	04	per pound.
20,000 pounds hammered iron, from 1 to 5 inches	05	per pound.
250,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide	05	per pound.
100,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide	04	per pound.
75,000 pounds flat iron, from $\frac{3}{8}$ to $\frac{5}{8}$ inch thick, from 7 to 12 inches wide	04	per pound.
26,000 pounds hoop iron, from $\frac{1}{16}$ to $\frac{3}{8}$ inch thick, from $\frac{3}{4}$ to $2\frac{1}{4}$ inches wide	06	per pound.
25,000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	06	per pound.
10,000 pounds chain cable iron, from $\frac{3}{8}$ to $2\frac{1}{4}$ inches diameter	05	per pound.
2,000 pounds iron nail rods	10	per pound.
6,000 pounds sheet iron, Nos. 12 to 20	06	per pound.
8,000 pounds Russia iron, Nos. 10 to 20	15	per pound.
250 pounds wrought iron clinch rings, $\frac{1}{4}$ to $1\frac{1}{2}$ inch	15	per pound.
2,000 pounds wrought iron square nuts, assorted	08	per pound.

To be delivered as required.

Lockwood & Collins, New York. Date of contract, July 20, 1863.

Class No. 26, steel.

4,000 pounds extra cast steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches, square	$0 20	per pound.
1,500 pounds extra cast steel, from $2\frac{5}{8}$ to 4 inches, square	20	per pound.
3,000 pounds extra octagonal steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches	20	per pound.
1,000 pounds round steel, from $\frac{3}{4}$ to 4 inches	20	per pound.
1,500 pounds German steel, assorted	10	per pound.
1,500 pounds blister steel, assorted	10	per pound.
600 pounds spring steel, assorted	10	per pound.
1,000 pounds extra flat steel, from $\frac{1}{2}$ to 2 inches thick, from 1 to 4 inches wide	20	per pound.

To be delivered as required.

Jos. L. Savage, Washington, D. C. Date of contract July 31, 1863.

Class No. 27, iron spikes.

30,000 pounds hand-made wrought iron spikes, from 3 to 6 inches long	$0 06½	per pound.
40,000 pounds hand-made wrought iron spikes, from $6\frac{1}{2}$ to 9 inches long	5 90	per pound.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract July 14, 1863.

Class No. 28, iron nails—wrought, cut.

5,000 pounds wrought iron nails, 6*d* to 12*d*	$0 05½	per pound.
1,000 pounds wrought iron nails, 2 to 5 inches long	05	per pound.
1,400 pounds wrought iron clout nails, ½ to 1¼ inch	06	per pound.
5,000 pounds wrought iron boat nails, 4*d* to 40*d*	08	per pound.
30,000 pounds iron cut nails, 4*d* to 40*d*	07½	per pound.
2,000 pounds iron cut finishing nails, ¾ to 1½ inch	06	per pound.
3,500 pounds iron brad-headed nails, 4*d* to 10*d*	06	per pound.
50 pounds iron cut brads, ¾ to 1½ inch	05	per pound.

To be delivered as required.

Class No. 30, lead.

30,000 pounds drawn lead pipe, from ½ to 3 inches diameter	$0 11	per pound.

To be delivered as required.

JOS. L. SAVAGE, New York. Date of contract, September 7, 1863.

Class No. 31, zinc, tin.

1,500 pounds sheet zinc	$0 15	per pound.
10 boxes tin plate, IX, 10 by 14	15 00	per box.
10 boxes tin plate, IX, 14 by 20	15 00	per box.
10 boxes tin plate IXX, 10 by 14	15 00	per box.
10 boxes tin plate, IXX, 14 by 20	16 00	per box.
40 boxes tin plate, IC, 10 by 14	12 00	per box.
15 boxes tin plate, IC, 14 by 20	12 00	per box.
10 boxes tin plate, DX, 12 by 17	15 00	per box.
10 boxes tin plate, DXX, 12 by 17	16 00	per box.
40 boxes tin plate, SDX, 11 by 15	14 00	per box.
5,000 pounds Banca tin	50	per pound.
300 pounds spelter solder	35	per pound.

To be delivered as required.

JOSEPH L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 33, hardware.

600 pounds copper burrs, assorted	$0 60	per pound.
100 dozen buttons, plate, brass, 1½ and 2 inches	50	per dozen.
20 dozen bolts, flush, brass, 4 inches	1 00	per dozen.
8 dozen bolts, neck, brass, 6 inches	3 00	per dozen.
20 dozen bulkhead bolts, 4 inches	2 00	per dozen.
10 bozen barrel bolts, 5 inches	1 00	per dozen.
1,500 pounds brass, sheet, assorted	48	per pound.
100 yards brass jack chain, No. 12	06	per yard.
100 yards iron jack chain, Nos. 12 and 14	06	per yard.
100 pounds coil chain, bright	08	per pound.
20 sets cord and tassels	25	per set.
15 cranks and segments for bells, brass	20	each.
22 sets fixed-wheel casters, 1⅝	50	per set.
12 sets socket casters	1 00	per set.
75 dozen escutcheon plates, brass, assorted	50	per dozen.

60 dozen escutcheons, thread, brass	$0 20	per dozen.
10 dozen escutcheons, mineral, (poppy drops,)	1 50	per dozen.
15 pounds escutcheon pins, brass, assorted	75	per pound.
20 4-inch gongs, with stop crank and fixtures complete	1 00	each.
15 5-inch gongs, with stop crank and fixtures complete	1 50	each.
10 6-inch gongs, with stop crank and fixtures complete	20	each.
144 pairs butt hinges, brass, 4 by 4½ inches, shifting pins	1 25	per pair.
144 pairs butt hinges, brass, 4 by 3 inches, shifting pins	70	per pair.
60 pairs butt hinges, brass, 5 inches, shifting pins	1 15	per pair.
300 pairs butt hinges, brass, 4 inches, stationary pins	70	per pair.
200 pairs brass butt hinges, 3½ inches, stationary pins	50	per pair.
450 pairs brass butt hinges, 3 inches, stationary pins	35	per pair.
1, 300 pairs brass butt hinges, 2½ inches, stationary pins	25	per pair.
1, 000 pairs brass butt hinges, 2 inches, stationary pins	15	per pair.
144 pairs secretary hinges and fastenings, complete, brass, 5 by 5 inches	75	per pair.
20 dozen pairs table fastenings	15	per dozen.
120 pairs table hinges, brass, 2 by 3 inches	30	per pair.
800 pairs iron butt hinges, 3½ by 3½ inches	10	per pair.
300 pairs iron butt hinges, 4 by 4 inches	15	per pair.
50 pairs back-flap hinges, brass, 2 by 2 inches	15	per pair.
50 pairs back-flap hinges, iron, 2 by 2 inches	5	per pair.
100 dozen cabin door hooks, brass, 4 and 6 inches	2 50	per dozen.
10 dozen coat and hat hooks	2 00	per dozen.
10 gross cup hooks	6 50	per dozen.
4 dozen lamp hooks, brass	1 50	per dozen.
45 dozen pairs iron drawer flush handles	1 00	per gross.
240 cupboard catches, brass	08	each.
100 gross black walnut knobs, assorted	1 00	per gross.
18 dozen brass knobs and spindles, ½ to 2½ inches	12 00	per dozen.
18 dozen brass knobs, ¾ to 1¼ inches	50	per dozen.
30 dozen white mineral knobs and spindles	4 00	per dozen.
20 dozen brass teakettle knobs	50	per dozen.
25 dozen blank mortise lock keys	1 00	per dozen.
100 dozen blank till lock keys	25	per dozen.
20 dozen blank padlock keys	50	per dozen.
20 dozen blank rim lock keys	1 00	per dozen.
75 dozen blank lock keys	50	per dozen.
160 dozen iron padlocks, 2¾ inches	3 00	per dozen.
3 dozen brass padlocks, 3½ inches	10 00	per dozen.
50 dozen brass dead locks, 5 inches	15 00	per dozen.
200 dozen brass drawer locks, 2¾ inches	3 50	per dozen.
140 dozen brass cupboard locks, 3½ and 4 inches, right and left	6 00	per dozen.

2 dozen brass desk locks, 3 inches	$8 00	per dozen.
6 dozen brass chest locks, 4 inches	6 00	per dozen.
15 dozen brass rim locks, 5 inches	15 00	per dozen.
40 dozen 4-inch mortise locks, white porcelain, furniture complete	16 00	per dozen.
25 dozen iron chest locks, 4 inches	3 00	per dozen.
100 pounds coppersmiths' copper rivets	60	per pound.
600 pounds boat rivets	20	per pound.
600 pounds iron sheave rivets, ¾ to 4 inches	20	per pound.
400 pounds iron rivets, assorted	20	per pound.
10 dozen flush rings, brass	1 50	per dozen.
10 dozen secretary catches	3 00	per dozen.
1, 200 gross brass screws, gimlet points Nos. 4 to 16	4 50	per gross.
700 gross brass screws, gimlet points, Nos 16 to 26	5 00	per gross.
1, 800 gross iron screws, gimlet points, Nos. 4 to 16	1 50	per gross.
700 gross iron screws, gimlet points, Nos. 16 to 24	2 00	per gross.
18 dozen sash springs, spiral, brass	75	per dozen.
20 dozen sash springs, flat spiral, brass	2 00	per dozen.
126 dozen sofa springs	75	per dozen.
200,000 iron cut tacks	10	per M.
50, 000 gimp tacks	10	per M.
1, 000 pounds brass wire	50	per pound.
700 pounds copper wire, ¼ inch	60	per pound.
1, 000 pounds iron wire	12	per pound.
20 pounds blind wire	20	per pound.
48 water-closet fixtures—water valves, stop-cocks, china basins, complete	16 00	each.
16 extra fixtures for water closets	2 00	each.
50 water-closet cocks, with handles	1 00	each.
50 washers and plugs	50	each.
20 yards wire cloth, brass	1 00	per yard.

To be delivered as required.

H D. STOVER, New York. Date of contract, September 2, 1863.

Class No. 34, tools for stores.

200 adzes, carpenters', handled	$2 00	each.
75 adzes, carpenters' hollow-handled	2 00	each.
100 adzes, coopers', handled	1 50	each.
100 axes, coopers', handled	1 50	each.
250 broadaxes	1 00	each.
200 woodaxes	1 00	each.
1, 000 augers, ¼ to 2¼ inches, assorted	50	each.
50 dozen awls, brad, handled	2 00	per dozen.
40 dozen awls, wire, handled	2 00	per dozen.
50 anvils, estimated 140 pounds, say 7,000 pounds	10	per pound.
100 bung borers	30	each.
100 braces and bitts, wood, complete, 48 bitts	8 00	per set.
75 braces and bitts, coopers', 20 bitts	6 00	per set.
100 tap borers	30	each.
150 bevels steel-tongued	50	each.
200 dusting brushes	25	each.

3,600	paint brushes	$0 50	each.
200	varnish brushes	50	each.
300	sash-tool brushes	20	each.
300	camel-hair brushes	05	each.
100	crows, coopers'	20	each.
30	dozen compasses, carpenters'	5 00	per dozen.
9	dozen compasses, armorers'	6 00	per dozen.
100	dozen chisels, from $\frac{1}{8}$ to 2 inches, assorted, handled	4 00	per dozen.
65	dozen chisels, socket, $\frac{3}{4}$ to 3 inches, assorted, handled	4 00	per dozen.
60	callipers, 10 to 24 inches	40	each.
50	sets alphabetical letters and figures, $\frac{1}{4}$ to $\frac{3}{8}$ inches, steel	4 00	per set.
50	sets drill and stocks	3 50	per set.
60	glaziers' diamonds	6 00	each.
100	dozen taper files, 3 to 4 inches	3 00	per dozen.
30	dozen taper files, 5 to 7 inches	4 00	per dozen.
25	dozen flat bastard files, 8 to 14 inches	5 50	per dozen.
25	dozen half-round bastard files, 10 to 18 inches	6 00	per dozen.
25	dozen flat smooth files, 6 to 18 inches	10 00	per dozen.
25	dozen half-round smooth files, 6 to 18 inches	6 00	per dozen.
12	dozen three-square files, 6 to 10 inches	3 00	per dozen.
8	dozen four-square files, 8 to 14 inches	2 00	per dozen.
14	dozen whip-saw files, $\frac{5}{16}$ inches wide	3 00	per dozen.
24	dozen rat-tail files, assorted	3 00	per dozen.
100	dozen nail gimlets	1 00	per dozen.
50	dozen spike gimlets	1 00	per dozen.
18	dozen carpenters' gauges	8 00	per dozen.
80	dozen firmer gouges, handled, assorted, $\frac{1}{4}$ to 2 inches	12 00	per dozen.
40	dozen socket gouges, handled, assorted, $\frac{3}{4}$ to 3 inches	12 00	per dozen.
100	Ohio grindstones, 120 pounds each, mounted	3 00	each.
100	hammers, tinners', handled	1 00	each.
75	hammers, saddlers', handled	1 00	each.
200	hammers, coopers', handled	2 00	each.
200	hammers, rivet, handled	30	each.
500	hammers, claw, handled	50	each.
75	hammers, sledge, handled	1 00	each.
50	hammers, coppersmiths', handled	1 50	each.
200	hatchets, cast-steel, handled	1 00	each.
75	coopers' marking irons	50	each.
200	drawing knives	25	each.
100	drawing knives, coopers'	30	each.
200	putty knives	25	each.
100	pallet knives	30	each.
150	pitch kettles, 16 to 20 inches diameter at top	5 00	each.
150	glue kettles	30	each.
150	iron pitch ladles	60	each.
100	moulding planes	1 00	each.
12	turning lathes, and tools complete for wood or iron	50 00	each.
75	ploughs, (8 bitts)	3 00	each.
50	grooving planes, width of iron $\frac{1}{4}$ to 1 inch	1 00	each.
300	fore-planes	1 00	each.

150 rabbet planes	$2 00	each.
200 smoothing planes	1 50	each.
40 long jointers, coopers'	1 50	each.
35 short jointers, coopers'	1 00	each.
150 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch	1 00	each.
300 jack-planes	1 00	each.
150 pincers, assorted	20	each.
250 pliers, cutting, and assorted	20	each.
300 rules, 2 feet, double and single jointed	60	each.
400 wood rasps, assorted	30	each.
200 wood saws, with frames	1 00	each.
400 handsaws	1 00	each.
50 hand hack-saws	30	each.
25 hack-saws, with frame	2 00	each.
100 cross-cut saws	2 00	each.
75 panel saws	1 00	each.
200 compass saws, 10 to 15 inches	2 00	each.
25 hack-saw blades	30	each.
75 sash-saws	60	each.
100 keyhole saws, and pads, 6 to 12 inches	50	each.
20 whip-saws	60	each.
20 saw-sets	30	each.
50 bench screws, wood	50	each.
200 clamp screws, wood	30	each.
50 jack-screws, $2\frac{1}{2}$ to 3 feet, (Ballard's)	15 00	each.
300 spoke shaves	30	each.
75 bucket shaves	30	each.
50 can-shaves	25	each.
75 in-shaves	30	each.
150 iron squares, 2 feet	40	each.
200 trying squares	40	each.
200 ship scrapers, steel blade, handled	50	each.
50 tinners' shears	6 00	each.
75 hand shears	1 00	each.
2 edging stakes	4 00	each.
2 planishing stakes	5 00	each.
50 screw plates and taps, large size	30	each.
50 screw plates and taps, small size	30	each.
100 bench vices, $3\frac{1}{2}$ to $5\frac{1}{2}$ inch jaws, say 11,600 pounds	16	per pound.
50 hand vices	25	each.
150 wrenches, equal to Baxter's, 8, 10, and 12 inch	1 00	each.
200 oilstones, say 300 pounds	20	per pound.
50 paint stones and mullers	2 00	each.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 36, white lead.

160,000 pounds pure dry white lead	$0 09$\frac{1}{2}$	per pound.
170,000 pounds pure white lead, in oil, in 25 and 50 pound kegs	09	per pound.

To be delivered as required.

WILLIAM MILLER, New York. Date of contract, July 24, 1863.

Class No. 37, zinc paint.

3,500 pounds	brown zinc paint, in 25-pound kegs	$0 06½	per pound.
23,000 pounds	white zinc paint, in oil	07	per pound
600 pounds	white zinc paint, dry	06½	per pound.

To be delivered as required.

WILLIAM MILLER, New York. Date of contract, September 16, 1863.

Class No. 38, colored paints, dryers.

47,000 pounds	black paint, in oil	$0 06	per pound.
30,000 pounds	red lead, dry	10½	per pound.
10,000 pounds	litharge, dry	10½	per pound.
20,000 pounds	whiting, dry	85	per 100 pounds.
1,500 pounds	lampblack, dry	06	per pound.
40 pounds	terra de sienna, burnt	18	per pound.
50 pounds	terra de sienna, in oil, raw	20	per pound.
3,200 pounds	chrome green, dry	15	per pound.
500 pounds	verdigris, ground, in oil	30	per pound.
60 pounds	Chinese vermilion, dry	1 10	per pound.
50 pounds	ultra marine, blue, dry	40	per pound.
6 pounds	Prussian blue, in oil	50	per pound.
100 pounds	gum shellac	85	per pound.
30 pounds	van dyke brown	15	per pound.
500 pounds	sugar of lead	24	per pound.
100 pounds	burnt umber, in oil	14	per pound.
4,000 pounds	yellow ochre	02½	per pound.
200 pounds	chrome yellow, dry	16	per pound.
400 pounds	brown manganese	05	per pound.
3,700 pounds	patent dryer	11½	per pound.

To be delivered as required.

C. W. SCOFIELD, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class No. 39, turpentine, varnish.

9,000 gallons	spirits turpentine	$3 00	per gallon.
150 gallons	bright varnish	1 00	per gallon.
200 gallons	Demar varnish	4 00	per gallon.
175 gallons	coach varnish	4 00	per gallon.
185 gallons	copal varnish	4 00	per gallon.
20 gallons	harness varnish	4 00	per gallon.
75 gallons	brown Japan varnish	3 00	per gallon.
30 gallons	black Japan varnish	3 00	per gallon.

To be delivered as required.

JOHN LEARY, Baltimore, Md. Date of contract, July 21, 1863.

Class No. 40, linseed oil.

30,000 gallons	linseed oil, raw	$1 29	per gallon.

To be delivered as required.

C. W. SCOFIELD, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class No. 41, glass.

140 lights, 7 by 9 inches, double thick, crown glass	$0	10	per light.
35 lights, 8 by 10 inches, double thick, crown glass		12	per light.
1,600 lights, 9 by 12 inches, double thick, crown glass		15	per light.
1,100 lights, 10 by 12 inches, double thick, crown glass		15	per light.
1,200 lights, 10 by 14 inches, double thick, crown glass		16	per light.
750 lights, 10 by 16 inches, double thick, crown glass		16	per light.
600 lights, 12 by 12 inches, double thick, crown glass		18	per light.
220 lights, 12 by 14 inches, double thick, crown glass		18	per light.
500 lights, 12 by 16 inches, double thick, crown glass		18	per light.
40 lights, 12 by 20 inches, double thick, crown glass		20	per light.
800 lights, 14 by 18 inches, double thick, crown glass		20	per light.
50 lights, 14 by 16 inches, double thick, crown glass		20	per light.
60 lights, 14 by 20 inches, double thick, crown glass		22	per light.
30 lights, 16 by 20 inches, double thick, crown glass		22	per light.
110 lights, 16 by 24 inches, double thick, crown glass		24	per light.
100 lights, 24 by 30 inches, double thick, crown glass		30	per light.
140 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	4	00	each.
50 deck lights, 10 by 3		75	each.
150 port lights, round, 6 inches diameter	1	25	each.
175 hexagon deck lights, 3 inches		70	each.
30 round deck lights, 3 inches, Lanagan's		50	each.
30 round deck lights, 3½ inches, Lanagan's		60	each.
30 round deck lights, 4 inches, Lanagan's		70	each.
20 air port glasses, 7¼ inches	1	50	each.

To be delivered as required.

Class No. 44, fish oil.

800 gallons fish oil	$0	90	per gallon.

To be delivered as required.

Class No. 45, tallow, soap, sweet oil.

4,000 pounds pure beef tallow	$0	10	per pound.
400 pounds best hard brown soap		07	per pound.
125 gallons sweet oil, olive	1	00	per gallon.

To be delivered as required.

Class No. 46, dry goods.

600 yards fearnought	$2 50	per yard.
100 yards satinet	1 50	per yard.
300 yards green baize	1 25	per yard.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 47, ship chandlery.

90 gallons alcohol, 95 per cent	$1 00	per gallon.
1,500 Bath bricks	04½	each.
150 skeins catgut	40	per skein.
100 pounds coarse emery	08	per pound.
150 bundles flags	40	per bundle.
440 pounds beeswax	50	per pound.
5 carboys muriatic acid, say 500 pounds	03	per pound.
5 carboys sulphuric acid, say 500 pounds	03	per pound.
100 pounds sal ammoniac	20	per pound.
400 pounds borax	30	per pound.
6,000 pounds spun cotton	30	per pound.
50 pounds sash cord, white	50	per pound.
1,000 pounds best white glue	30	per pound.
300 chalk lines	30	per pound.
100 pounds potash	10	per pound.
200 barrels lime, (Bald mountain)	2 50	per barrel.
100 reams sandpaper, (assorted)	3 50	per ream
100 metallic tape lines	2 00	each.
4 reams wrapping paper	2 00	per ream.
5,000 pounds tarred sheathing paper	06	per pound.
70 sets truss hoops	40	per set.
40 pounds pumice-stone, (pulverized)	05	per pound.
500 pounds thrums	30	per pound.

To be delivered as required.

Schedule of materials required for the United States navy yard at Philadelphia for 1863–'64.

N. H. COVERDALE, Kent county, Delaware. Date of contract, July 27, 1863.

Class No. 1, white oak logs.

40,000 cubic feet white oak plank stock logs	$0 49	per cubic foot.

To be delivered as required.

WILLIAM M. SHAKESPEARE, Dover, Delaware. Date of contract, July 18, 1863

Class No. 2, white oak keel pieces.

24 pieces white oak keels, each 50 feet long, estimated to contain 2,500 cubic feet	$0 90	per cubic foot.

To be delivered as required.

JOHN BROWN, Baltimore, Md. Date of contract, August 8, 1863.

Class No. 3, white oak promiscuous timber.

30,000 cubic feet white oak curve timber.....	$0 65	per cubic foot.
10 pieces white oak timber, 16 feet long, 18 by 18 inches—360 cubic feet	60	per cubic feet.
10,000 cubic feet white oak floors	75	per cubic foot.

To be delivered as required.

N. H. COVERDALE, Kent county, Delaware. Date of contract, July 27, 1863.

Class No. 4, white oak plank.

12,000 board feet 1-inch white oak boards, 16 to 40 feet long	$56 50	per M feet.
5,000 board feet 1½-inch white oak plank, 16 to 40 feet long	56 50	per M feet.
5,000 board feet 2-inch white oak plank, 16 to 40 feet long	56 50	per M feet.
50,000 board feet 2¼-inch white oak plank	56 50	per M feet.
10,000 board feet 2¾-inch white oak plank	56 50	per M feet.
30,000 board feet 3-inch white oak plank	56 50	per M feet.
80,000 board feet 3½-inch white oak plank	56 50	per M feet.
125,000 board feet 4-inch white oak plank	56 50	per M feet.
125,000 board feet 4½-inch white oak plank	56 50	per M feet.
125,000 board feet 5-inch white oak plank	56 50	per M feet.
150,000 board feet 5½-inch white oak plank	56 50	per M feet.
125,000 board feet 6-inch white oak plank	56 50	per M feet.
100,000 board feet 6½-inch white oak plank	56 50	per M feet.
100,000 board feet 7-inch white oak plank	56 50	per M feet.
30,000 board feet 7½-inch white oak plank	56 50	per M feet.
50,000 board feet 8-inch white oak plank	56 50	per M feet.
25,000 board feet 9-inch white oak plank	56 50	per M feet.

To be delivered as required.

WILLIAM M. SHAKESPEAR, Dover, Delaware. Date of contract, July 18, 1863.

Class No. 6, yellow pine plank stock logs.

40,000 cubic feet yellow pine plank stock logs....	$0 70	per cubic foot.

To be delivered as required.

Class No. 7, yellow pine beams.

10,000 cubic feet yellow pine beams.....	$0 80	per cubic foot.

To be delivered as required.

Class No. 8, yellow pine mast and spar timber.

12 pieces, each 53 feet long, to be hewed 18 inches square.
12 pieces, each 50 feet long, to be hewed 16 inches square.
12 pieces, each 48 feet long, to be hewed 16 inches square.
12 pieces, each 60 feet long, to be hewed 20 inches square.

48 pieces; the whole to contain 5,000 cubic feet....	$0 90	per cubic foot.

To be delivered as required.

JOSEPH BAYMORE, Philadelphia. Date of contract, July 16, 1863.

Class No. 10, white pine mast and spar timber.

10 white pine mast sticks	$2 10	per stick.
12 white pine mast and yard sticks	1 40	per stick.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 11, white pine plank and boards.

170,000 board feet white pine panel boards, $\frac{5}{8}$ to 1 inch	$33 00	per M feet.
120,000 board feet white pine panel plank, $1\frac{1}{4}$ to 2 inches	35 00	per M feet.
50,000 board feet white pine panel plank, $2\frac{1}{4}$ to 6 inches	35 00	per M feet.
85,000 board feet 1st common white pine boards, $\frac{5}{8}$ to 1 inch	40 00	per M feet.
50,000 board feet 1st common white pine plank, $1\frac{1}{4}$ to 2 inches	40 00	per M feet.
55,000 board feet 2d common white pine boards, $\frac{5}{8}$ to 1 inch	30 00	per M feet.
55,000 board feet 2d common white pine plank, $1\frac{1}{4}$ to 2 inches	25 00	per M feet.
55,000 board feet 3d common white pine boards and plank, 1 to 2 inches	20 00	per M feet.

To be delivered as required.

DANIEL S. GRICE, Philadelphia. Date of contract, July 23, 1863.

Class No. 12, white pine deck plank and stage plank.

5,000 cubic feet white pine logs	$0 27	per cubic foot.
200,000 board feet 3-inch white pine plank	30 00	per M feet.
70,000 board feet 2-inch white pine plank, 30 to 50 feet long	35 00	per M feet.
30,000 board feet white pine deck plank, 3 by 6 inches	36 00	per M feet.
30,000 board feet white pine deck plank, 3 by 8 inches	39 00	per M feet.
300 white pine spales=36,750 board feet	35 00	per M feet.

To be delivered as required.

LEWIS THOMPSON & Co., Philadelphia. Date of contract, July 30, 1863.

Class No. 13, ash logs and plank.

25,000 board feet white ash boards, $\frac{5}{8}$ to 1 inch	$43 00	per M feet.
32,000 board feet white ash boards, 1 to $2\frac{1}{2}$ inches,	43 00	per M feet.
20,000 board feet white ash boards, $2\frac{1}{4}$ to 4 inches	43 00	per M feet.
10,000 board feet white ash plank, 2 inches, 12 to 18 feet long, 10 to 12 inches wide	43 00	per M feet.

To be delivered as required.

LEWIS O. SOUTHMAYD, New York. Date of contract, July 22, 1863.

Class No. 14, ash oars.

2,400 feet white ash oars, 12 feet long	$0 06⅞	per foot.
5,200 feet white ash oars, 13 feet long	06⅞	per foot.
4,200 feet white ash oars, 14 feet long	06⅞	per foot.
3,300 feet white ash oars, 15 feet long	06⅞	per foot.
2,400 feet white ash oars, 16 feet long	06⅞	per foot.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 15, hickory buts and handspikes.

500 white heart hickory capstan bars, 8 to 14 feet	$1 24	each.

To be delivered as required.

LEWIS THOMPSON & Co., Philadelphia. Date of contract, July 30, 1863.

Class No. 16, black walnut, cherry, mahogany.

6,000 board feet cherry boards, ⅝ to 1 inch	$50 00	per M feet.
6,000 board feet cherry plank, 1¼ to 2 inches	55 00	per M feet.
6,000 board feet cherry plank, 2¼ to 4 inches	55 00	per M feet.
100 board feet mahogany boards, 1 inch	200 00	per M feet.
100 board feet mahogany plank, 2 inches	200 00	per M feet.
200 board feet mahogany plank, 4 inches	200 00	per M feet.
200 board feet mahogany plank, 8 inches	200 00	per M feet.
500 board feet walnut plank, 8×8 inches	80 00	per M feet.
1 mahogany log, 18 inches square, 12 feet long	64 80	each.
11,000 board feet walnut boards, ⅝ to 1 inch	70 00	per M feet.
11,000 board feet walnut plank, 1¼ to 2 inches	80 00	per M feet.
6,000 board feet walnut plank, 2¼ to 4 inches	80 00	per M feet.
300 board feet maple veneers	40 00	per M feet.
500 board feet walnut veneers	30 00	per M feet.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 17, cypress and cedar.

15,000 board feet 1-inch cedar boards	$90 00	per M feet.
10,000 board feet 1¼-inch cedar boards	95 00	per M feet.

To be delivered as required.

WILLIAM M. SHAKESPEARE, Dover, Del. Date of conrtact, July 18, 1863.

Class No. 18, locust.

5,000 cubic feet locust timber	$1 25	per cubic feet.

To be delivered as required.

L. W. CONNER, Washington, D. C. Date of contract, July 25, 1863.

Class No. 20, black spruce.

8 pieces black spruce, each 55 feet long.....	$16 00	per piece.
8 pieces black spruce, each 60 feet long.....	40 00	per piece.
6 pieces black spruce, each 65 feet long.....	50 00	per piece.
6 pieces black spruce, each 70 feet long.....	80 00	per piece.
1,000 inches spruce spars, to average 6½ inches.....	40	per inch.

To be delivered as required.

S. PATTERSON, Norfolk, Va. Date of contract, July 20, 1863.

Class No. 21, locust treenails.

150,000 pieces locust treenails	45 00	per M.

To be delivered as required.

C. W. SCOFIELD, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class 22, lignumvitæ.

9 tons lignumvitæ, from 3 to 5 inches diameter.....	$30 00	per ton.
9 tons lignumvitæ, from 5 to 9 inches diameter.....	40 00	per ton.
9 tons lignumvitæ, from 9 to 15 inches diameter....	60 00	per ton.

To be delivered as required.

Class No. 25, iron—round, flat, square, &c.

400 pounds angle iron, assorted as required....	$0 06	per pound.
50,000 pounds boiler iron, assorted, from $\frac{3}{16}$ to ½ inch thick, length and width as required.....	8	per pound.
190,000 pounds flat iron, assorted, from ⅛ to 2 inches thick, from ½ to 14 inches wide.....	4½	per pound.
10,000 pounds flat hammered iron, from 2 to 4 inches wide, from ½ to 1 inch thick.....	5	per pound.
2,000 pounds flat thimble iron, sizes as required ..	5½	per pound.
10,000 pounds round iron, assorted, from $\frac{3}{16}$ to $\frac{7}{16}$ inch	6	per pound.
360,000 pounds round iron, assorted, from ½ to 3 inches	4¼	per pound.
80,000 pounds round iron, assorted, from 3⅛ to 4 inches.....	4½	per pound.
40,000 pounds round iron, assorted, from 4¼ to 5 inches.....	5	per pound.
4,000 pounds round iron, assorted, from 5¼ to 6 inches.....	6	per pound.
12,000 pounds square iron, assorted, from ¼ to $\frac{7}{16}$ inch	5	per pound.
45,000 pounds square iron, assorted, from ½ to 3 inches.....	4¼	per pound.
10,000 pounds square iron, assorted, from 3⅛ to 4 inches.....	4½	per pound.
4,000 pounds square iron, assorted, from 4¼ to 5½ inches.....	5	per pound.
2,000 pounds sheet iron, assorted, from Nos. 14 to 28	6½	per pound.
4,000 pounds thimble iron, from ⅞ to 4 and $\frac{3}{16}$ to ⅜ inch, lengths as required.....	5½	per pound.

400 pounds iron rivets, assorted, from $\frac{1}{2}$ to $\frac{5}{8}$ and $1\frac{1}{4}$ to $1\frac{3}{4}$ inch long	$0 08	per pound.
50 pounds block rivets, Nos. 3 to 9	12	per pound.
3,000 pounds saucer rings, from $\frac{1}{2}$ to $1\frac{3}{4}$ inch	15	per pound.

To be delivered as required.

Class No. 26, steel.

700 pounds flat cast steel, assorted, from $1\frac{1}{2}$ to 4 inches wide, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	$0 20	per pound.
600 pounds octagon cast steel, from $\frac{1}{2}$ to 1 inch	20	per pound.
100 pounds round cast steel, from $\frac{1}{2}$ to 1 inch	15	per pound.
500 pounds square cast steel, from $\frac{1}{2}$ to 3 inches	18	per pound.

To be delivered as required.

Class No. 27, iron spikes.

5,500 pounds iron-cut spikes, 4 to 8 inches	$0 05$\frac{1}{2}$	per pound.
45,000 pounds wrought iron spikes, hand-made, 4 to 9 inches	06$\frac{1}{4}$	per pound.

To be delivered as required.

Class No. 28, iron nails, wrought, cut.

13,000 pounds iron cut nails, 3*d.* to 4*d.*	$0 05	per pound.
600 pounds iron clout nails, $\frac{3}{4}$ to $1\frac{1}{2}$ inch long	10	per pound.
300 pounds finishing nails, $\frac{1}{2}$ to 2 inches	10	per pound.
8,900 pounds wrought iron nails, 6*d.* to 30*d.*	07$\frac{1}{2}$	per pound.
9,000 scupper nails	2 00	per M.

To be delivered as required.

Class No. 30, lead.

50,000 pounds pig lead	$0 08$\frac{3}{4}$	per pound.
25,000 pounds lead pipe	12	per pound.
15,000 pounds sheet lead	11$\frac{1}{2}$	per pound.

To be delivered as required.

Class No. 31, zinc, tin, and solder.

500 pounds sheet brass, 18 by 26 inches, 12 inches wide	$0 48	per pound.
1,230 pounds spelter solder, braziers'	35	per pound.
30,000 pounds spelter, best	08	per pound.
10,000 pounds block tin	50	per pound.
25,000 pounds Banca tin	49	per pound.
200 boxes X tin, 10 by 11 inches	14 00	per box.
500 boxes XX tin, 14 by 20 inches	16 00	per box.
3,000 pounds sheet zinc, Nos. 10 and 12	14	per pound.

To be delivered as required.

CHARLES M. GHRISKEY, Philadelphia. Date of contract, July 21, 1863.

Class No. 33, hardware.

2 dozen brass flat buttons	$0 37	per dozen.
12 dozen brass plate buttons	60	per dozen.

10 dozen brass flush bolts, ¾ by 4 inches	$1 37	per dozen.
16 dozen brass flush bolts, 1½ by 2 inches	2 00	per dozen.
2 dozen brass flush bolts, 2 by 5 inches	3 00	per dozen.
10 dozen brass cupboard catches, with porcelain knobs	1 25	per dozen.
250 pounds burrs, copper	60	per pound.
100 pounds brass, sheet, No. 23	45	per pound.
100 pounds brass, sheet, No. 9, 6 inches wide	45	per pound.
100 pounds brass, sheet, No. 7, 11 inches wide	45	per pound.
4 dozen brass plate escutcheons	50	per dozen.
3 dozen brass thread escutcheons	05	per dozen.
24 dozen silver-plated escutcheons	1 00	per dozen.
3 dozen flat porcelain escutcheons	50	per dozen.
2 gross feeders, copper, ½ inch	3 00	per gross.
200 pounds gas fittings, assorted sizes	20	per pound.
12 dozen brass wardrobe hooks	2 00	per dozen.
24 dozen brass pantry hooks, assorted	50	per dozen.
4 dozen brass cabin-door hooks, extra heavy	4 25	per dozen.
6 dozen brass lamp hooks	1 00	per dozen.
12 dozen brass coat and hat hooks, porcelain knobs	2 50	per dozen.
10 dozen brass drawer handles, flush	4 50	per dozen.
200 pairs brass butt hinges, 1¼ to 4 inches	37½	per pair.
25 pairs brass slip-pin hinges, 3½ by 3 inches	1 25	per pair.
25 pairs brass slip-pin hinges, 4 by 3½ inches	1 55	per pair.
12 dozen iron wardrobe hooks	08	per dozen.
6 dozen iron coat and hat hooks	25	per dozen.
2 dozen iron lamp hooks	25	per dozen.
24 dozen iron drawer handles, flush	1 25	per dozen.
6 dozen iron joint hasps, 8 inches	2 00	per dozen.
6 pairs iron butt hinges, 3 inches	05	per pair.
8 bundles hoop iron, 112 pounds each	07½	per pound.
800 feet jack chain, from Nos. 9 to 12	02½	per foot.
12 dozen mahogany knobs, ½ to 2 inches	12	per dozen.
6 dozen mineral knobs, for locks	1 50	per dozen.
6 dozen Porcelain knobs, for locks	4 00	per dozen.
10 dozen brass screw knobs	20	per dozen.
25 dozen porcelain screw knobs	45	per dozen.
12 dozen brass mortise locks, with porcelain knobs and furniture, R. & L	22 00	per dozen.
1 dozen brass sliding-door locks, with porcelain knobs and furniture, R. & L	33 00	per dozen.
6 dozen brass upright rim locks, with porcelain knobs and furniture, R. & L	27 00	per dozen.
25 dozen brass drawer locks, 3 inches	3 30	per dozen.
25 dozen brass chest locks, 3 to 4 inches	5 50	per dozen.
10 dozen brass wardrobe locks, 2 to 4 inches	5 50	per dozen.
20 dozen brass padlocks, 3 inches	10 00	per dozen.
3 dozen iron chest locks, 4 inches	4 00	per dozen.
6 dozen iron drawer locks, 3 inches	2 75	per dozen.
10 dozen iron dead locks, 6 inches	4 00	per dozen.
10 dozen iron padlocks, 3 inches	3 00	per dozen.
10 dozen iron upright rim locks, 6 inches, with mineral knobs, reversed bevel	9 00	per dozen.
20 dozen iron locker locks	3 00	per dozen.
2,000 pounds copper nails, assorted	50	per pound.
75 pounds composition sheathing nails	40	per pound.

4 pounds escutcheon pins	$0 70	per pound.
3 dozen brass sash pulleys	2 00	per dozen.
2 dozen iron drawer rollers	25	per dozen.
6 dozen brass flush rings, 2 inches	2 50	per dozen.
2 dozen brass screw rings, 1 inch	20	per dozen.
75 pounds iron rivets, assorted, from $\frac{1}{8}$ to $\frac{3}{8}$ inch thick, from $\frac{1}{4}$ to 1 inch long	15	per pound.
225 pounds iron rivets, assorted, from $\frac{1}{2}$ to $\frac{3}{4}$ inch thick, from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches long	14	per pound.
500 pounds iron rivets, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-pound papers	20	per pound.
200 pounds iron rivets, tinned, 12 ounce, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, and 3-pound papers	25	per pound.
200 pounds copper rivets, 12 ounce, 1, $1\frac{1}{2}$, 2, 3, and 4-pound papers, assorted sizes	63	per pound.
24 papers sprigs	10	per paper.
4 dozen brass sash springs	60	per dozen.
550 gross brass screws, gimlet points, $\frac{3}{8}$ to 4 inches, Nos. 3 to 26	3 50	per gross.
524 gross iron screws, gimlet points, $\frac{3}{8}$ to 4 inches, Nos. 3 to 26	90	per gross.
100 gross brass screws, 1 to 4 inches, Nos. 10 to 29	7 00	per gross.
100 gross iron screws, 1 to 4 inches, Nos. 10 to 29	2 00	per gross.
1,000 pounds steam pipe, $\frac{3}{4}$ to 2 inches diameter	20	per pound.
1,050 pounds copper cut tacks, $\frac{1}{2}$ to $1\frac{1}{4}$ inch, pound papers	55	per paper.
6,500 papers iron cut tacks, 3 to 18 ounce	02	per paper.
500 pounds brass wire, No. 5	47	per pound.
500 pounds brass wire, No. 6	47	per pound.
500 pounds brass wire, No. 7	47	per pound.
300 pounds brass wire, Nos. 1, 2, 8, 10, 12, and 14	47	per pound.
1,000 pounds copper wire, No. 2	55	per pound.
1,500 pounds copper wire, No. 3	50	per pound.
1,500 pounds copper wire, No. 4	55	per pound.
20 pounds copper wire, No. 5	55	per pound.
100 pounds copper wire, $\frac{1}{4}$ to $\frac{5}{8}$ inch	50	per pound.
1,000 pounds iron wire, Nos. 4 to 15	07	per pound.

To be delivered as required.

C. W. Scofield, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class No. 34, tools for stores.

6 adzes, carpenters'	$1 50	each.
6 axes, broad	2 00	each.
38 axes, wood	1 00	each.
4 anvils, 125 pounds each	10	per pound.
2 braces and bits, 48 bits each	4 00	each.
10 brands, ship's name	3 50	each.
2 bung borers, 4 inches	1 00	each.
6 tap borers	50	each.
6 bevels, steel-tongued	50	each.
18 compasses, carpenters'	50	each.
12 compasses, armorers'	50	each.
10 callipers, mast	1 00	each.
5 diamonds, glaziers'	3 00	each.
2 sets dies, letters and figures	4 00	per set.
4 drills	3 00	each.
3 dozen flat bastard files, 14 inches	6 00	per dozen.

3 dozen flat fine files, 14 inches	$6 00	per dozen
3 dozen half-round files, 14 inches	6 00	per dozen.
3 dozen half-round bastard files, 15 inches	6 00	per dozen.
13 gouges, socket	50	each.
5 gauges	50	each.
12 grindstones, mounted	8 00	each.
7 hammers, saddlers'	30	each.
1 hammer, riveting	50	each.
3 hammers, tinners'	50	each.
114 hammers, claw	40	each.
6 irons, marking	25	each.
10 irons, beck	2 00	each.
12 irons, flagging	1 00	each.
24 knives, drawing	50	each.
15 knives, hollow	50	each.
15 knives, rounding	1 00	each.
15 knives, pallet	20	each.
24 knives, putty	20	each.
8 kettles, pitch	1 00	each.
10 measures, tape	1 00	each.
7 sets planes, grooving	4 00	per set.
10 planes, block	1 00	each.
30 planes, smoothing	70	each.
6 planes, rabbet	50	each.
6 planes, long-jointer	1 00	each.
32 planes, short-jointer	1 00	each.
27 planes, jack	80	each.
10 planes, beading	25	each.
24 planes, moulding	25	each.
10 sets planes, plough	4 00	per set.
6 pairs planes, match	25	per pair.
21 pairs pincers	50	per pair.
14 pairs pliers	50	per pair.
12 rules, 2-feet	50	each.
8 screw plates and taps, large	5 00	each.
12 screw plates and taps, small	2 00	each.
12 screwdrivers	50	each.
42 segments, for belts	25	each.
6 steelyards	1 00	each.
9 saws, whip	50	each.
40 saws, hand	1 00	each.
21 saws, cross-cut	3 00	each.
8 saws, wood	50	each.
6 saws, sash	50	each.
12 saws, panel	75	each.
15 saws, compass	50	each.
2 saws, keyhole, and pads	50	each.
18 saws, tenon	50	each.
20 saws, dovetail	50	each.
39 saws, hack	1 50	each.
6 shaves, can	50	each.
33 shaves, spoke	30	each.
8 shaves, bucket	50	each.
6 shaves, in	50	each.
2 saw-sets	50	each.
44 stones, oil	25	each.

19 screws, wood clamp	$0 40	each.
21 screws, bench	50	each.
15 squares, trying	50	each.
11 pairs shears, hand	1 50	per pair.
6 pairs shears, tinners'	4 00	per pair.
12 pairs shears, sheep	50	per pair.
8 stakes, tinners' edging	2 00	each.
8 stakes, iron	2 00	each.
8 stakes, planishing	2 00	each.
18 vices, large bench, each 45 pounds, 810 pounds.	16	per pound.
18 vices, small bench	1 00	each.
8 wrenches, shifting	1 00	each.
25 wrenches	1 00	each.

To be delivered as required.

Class No. 36, white lead.

30,000 pounds pure white lead, dry	$9 70	per pound.
25,000 pounds pure white lead, in oil	9 70	per pound.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 25, 1863.

Class No. 37 zinc paints.

22,600 pounds white zinc, in oil, equal to Lewis's pure	$0 08	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 18, 1863.

Class No. 38, colored paints, dryers, &c.

1,800 pounds black paint, in oil	$0 09	per pound.
75 pounds chrome green, in oil	15	per pound.
600 pounds chrome green, dry, pure	12	per pound.
150 pounds chrome yellow, dry, pure	16	per pound.
42 pounds Chinese vermilion	1 35	per pound.
25 pounds gum shellac	80	per pound.
650 gallons Japan dryer, equal to Wright's	2 00	per gallon.
25 gallons spirits of alcohol	1 00	per gallon.
1,600 pounds lampblack, dry	08	per pound.
400 pounds litharge, dry, pure	10	per pound.
4,500 pounds red lead, dry, pure	11	per pound.
10 pounds terra de sienna, dry, burnt	05	per pound.
10 pounds terra de sienna, dry, raw	04	per pound.
20 pounds ultra-marine, blue, dry	40	per pound.
20 pounds umber, burnt, Turkey	06	per pound.
20 pounds umber, raw, Turkey	04	per pound.
400 pounds Venetian red, dry	03½	per pound.
6,000 pounds whiting	01	per pound.

To be delivered as required.

C. W. SCOFIELD, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class No. 39, turpentine, varnish.

50 gallons spirits of alcohol	$1 00	per gallon.
1,400 gallons spirits of turpentine	3 20	per gallon.

50 gallons bright varnish	$1 00	per gallon.
60 gallons Demar varnish	4 00	per gallon.
30 gallons outside varnish	4 00	per gallon.
5 gallons inside varnish	40	per gallon.

To be delivered as required.

JOHN LEARY, Baltimore, Md. Date of contract, July 21, 1863.

Class No. 40, linseed oil.

870 gallons linseed oil, boiled, pure	$1 33	per gallon.
100 gallons linseed oil, for furniture	1 35	per gallon.
4,240 gallons linseed oil, raw, pure	1 29	per gallon.

To be delivered as required.

C. W. SCOFIELD, Brooklyn, N. Y. Date of contract, July 22, 1863.

Class No. 41, glass.

200 feet glass, double thick, 1st quality, 20 by 24 inches	$9 60	per 100 feet.
200 feet glass, double thick, 1st quality, 24 by 30 inches	9 60	per 100 feet.
200 feet glass, double thick, 1st quality, 11 by 20 inches	9 50	per 100 feet.
100 feet glass, double thick, 1st quality, 12 by 16 inches	7 25	per 100 feet.
100 feet glass, double thick, 1st quality, 10 by 16 inches	7 25	per 100 feet.
500 feet glass, double thick, 1st quality, 10 by 14 inches	7 18	per 100 feet.
600 feet glass, double thick, 1st quality, 10 by 12 inches	6 50	per 100 feet.
600 feet glass, double thick, 1st quality, 9 by 12 inches	6 50	per 100 feet.
400 feet glass, double thick, 1st quality, 12 by 14 inches	6 50	per 100 feet.
300 feet glass, double thick, 1st quality, 8 by 10 inches	6 50	per 100 feet.
25 magazine lenses, 12 inches diameter	7 00	each.
30 port lights, 6½ inches diameter	3 00	each.
50 straight deck lights, 3 by 10 inches	60	each.

To be delivered as required.

Class No. 44, fish oil.

600 gallons fish oil	$0 95	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 45, tallow, soap, sweet oil.

12 gallons sweet oil	$1 00	per gallon.
200 pounds castile soap	15	per pound.
8,500 pounds beef tallow	11	per pound.

To be delivered as required.

GROVE & AMBRUSTER, Philadelphia. Date of contract, July 16, 1863.

Class No. 47, ship chandlery.

6 carboys acid, muriatic, (582 pounds)	$0 05	per pound.
6 carboys acid, sulphuric, (624 pounds)	04¾	per pound.
1 barrel borax, (300 pounds)	31½	per pound.
1,000 barrels charcoal	80	per barrel.
28 skeins catgut	25	per skein.
23 jars chloride of lime, (20 pounds each)	2 00	per jar.
11 bundles flags	09	per bundle.
530 yards fearnought	1 75	per yard.
160 sheets felt	95	per sheet.
10 pounds glue, white	20	per pound.
225 life preservers	1 75	each.
24 pounds marcus crocus	10	per pound.
150 pounds mop yarns	85	per pound.
75,000 pounds oakum, best navy	10	per pound.
36 pitch mops	27	each.
9 paint stones and mullers	2 38	per set.
18 pounds rotten-stone	05	per pound.
1 barrel sal ammoniac, (300 pounds)	22	per pound.
28 reams sandpaper	3 10	per ream.
50 pounds sash cord	20	per pound.
8 sets truss hoops	3 00	per set.

To be delivered as required.

Schedule of materials required at the United States navy yard at Washington, for 1863–'64.

F. BLAISDELL, Williamsport, Pa. Date of contract, July 23, 1863.

Class No. 1, white oak logs.

5,000 cubic feet white oak plank stock logs	$0 59	per cubic foot.

To be delivered as required.

JOHN BROWN, Baltimore, Md. Date of contract, August 8, 1863.

Class No. 6, yellow pine plank stock logs.

10,000 cubic feet yellow pine plank stock logs	$0 65	per cubic foot.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 9, white oak knee pieces.

50 white oak knee pieces, to side 5 inches, (250 inches)	$1 00	per inch.
50 white oak knee pieces, to side 6 inches, (300 inches)	1 10	per inch.
50 white oak knee pieces, to side 7 inches, (350 inches)	1 20	per inch.

To be delivered as required.

L. W. CONNER, Washington, D. C. Date of contract, July 25, 1863.

Class No. 10, spruce pine spars.

30 spruce pine spars, not less than 55 feet long, and 12 inches in diameter one-third ($\frac{1}{3}$) from the but	$24 00	each.
25 spruce pine spars, not less than 30 feet long, and 6 inches in diameter one-third ($\frac{1}{3}$) from the but	3 00	each.
50 spruce pine poles, not less than 25 feet long, and 5 inches in diameter at but	40	each.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 11, white pine logs and plank.

5,000 cubic feet white pine logs, No. 2	$0 60	per cubic foot.
2,500 feet, board measure, white pine boards, No. 1, 4 inches thick	35 00	per M feet.
3,000 feet, board measure, white pine boards, No. 2, 3 inches thick	35 00	per M feet.
2,500 feet, board measure, white pine boards, No. 1, $2\frac{1}{2}$ inches thick	40 00	per M feet.
2,500 feet, board measure, white pine boards, No. 1, 2 inches thick	40 00	per M feet.
8,000 feet, board measure, white pine boards, No. 1, $1\frac{1}{2}$ inch thick	42 00	per M feet.
15,000 feet, board measure, white pine plank, No. 1, 1 inch thick, and 12 inches wide	42 00	per M feet.
7,500 feet, board measure, white pine plank, No. 1, $\frac{5}{8}$ inch thick, and 10 inches wide	35 00	per M feet.
180,000 feet, board measure, white pine plank, No. 2, from 1 to 2 inches, inclusive, and 16 feet long.	40 00	per M feet.
30,000 feet white pine, No. 2, mill-worked flooring, fit for immediate use, from 3 to $5\frac{1}{2}$ inches wide, inclusive, and $\frac{7}{8}$ inch thick	30 00	per M feet.
2,000 feet white pine scantling, 6 by 6 inches	24 00	per M feet.
6,000 feet white pine scantling, 4 by 4 inches	24 00	per M feet.
3,500 feet white pine scantling, 3 by 12 inches	24 00	per M feet.
3,000 feet white pine scantling, 5 by 5 inches	24 00	per M feet.
10,000 feet white pine scantling, 3 by 4 inches	24 00	per M feet.

To be delivered as required.

S. PATTERSON, Norfolk, Va. Date of contract, July 20, 1863.

Class No. 13, ash plank.

12,000 feet, board measure, clear white ash plank, 1 to $1\frac{1}{2}$ inch thick	$50 00	per M feet.

To be delivered as required.

JOHN BROWN, Baltimore, Md. Date of contract, August 8, 1863.

Class No. 14, ash oars.

5,000 feet white ash oar rafters, 12, 14, and 16 feet long	$0 10	per foot.

To be delivered as required.

L. W. CONNER, Washington, D. C. Date of contract, July 25, 1863.

Class No. 15, hickory bars.

24 white heart hickory bars, 12 to 16 feet long	$2 75	each.
100 white heart hickory bars, 6 feet long, for hand-spikes, &c.	90	each.

To be delivered as required.

CHAS. H. SHERRILL, Albany, N. Y. Date of contract, July 21, 1863.

Class No. 16, black walnut.

43,000 feet, board measure, black walnut boards, $\frac{5}{8}$ to 3 inches thick	$90 00	per M feet.

To be delivered as required.

JOHN BROWN, Baltimore, Md. Date of contract, August 8, 1863.

Class No. 17, cypress.

5,000 feet, board measure, clear, $\frac{5}{8}$ thick, cypress boards	$70 00	per M feet.

To be delivered as required.

S. PATTERSON, Norfolk, Va. Date of contract, July 20, 1863.

Class No. 18, locust buts.

150 cubic feet yellow locust buts	$1 50	per cubic foot.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 22, poplar.

2,000 feet Albany poplar, $\frac{5}{8}$ and 1 inch thick	$30 00	per M feet.

To be delivered as required.

JOS. L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 25, iron, round, flat, and square.

75,000 pounds round iron, from $\frac{3}{16}$ to 5 inches	$0 04$\frac{1}{2}$	per pound.
23,000 pounds flat iron, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, and from 1 to 6 inches wide	04$\frac{1}{2}$	per pound.
10,500 pounds square iron, from $\frac{1}{2}$ to $2\frac{3}{4}$ inches	05	per pound.
7,500 pounds plate iron, assorted lengths, &c., as ordered, for sheathing hulls	08	per pound

1,000 pounds hoop iron, $\frac{1}{8}$ inch thick and 2 inches wide	$0 07	per pound.
1,300 pounds iron wire, assorted sizes	10	per pound.
100 pounds iron wire, annealed, bending	10	per pound.
500 pounds American sheet iron, Nos. 16 to 24, wire gauge	08	per pound.
200 pounds Russia sheet iron, No 11, wire gauge	15	per pound.

To be delivered as required.

Class No. 26, steel.

2,400 pounds cast steel, $\frac{3}{8}$ to 4 inches, square	$0 25	per pound.
1,900 pounds cast steel, $\frac{3}{8}$ to 4 inches, round	20	per pound.
1,300 pounds cast steel, $\frac{1}{2}$ to $1\frac{1}{4}$ inch, octagon	20	per pound.
1,500 pounds sheer steel, $\frac{3}{8}$ to $\frac{3}{4}$ inch thick, and from $2\frac{1}{2}$ to 4 inches wide	20	per pound.
300 pounds spring steel, sizes as ordered	12	per pound.
500 pounds blister steel, large size	10	per pound.

To be delivered as required.

Class No. 27, iron spikes.

10,000 pounds pressed wrought-iron spikes, 4, 5, 6, and 7 inches long, as ordered	$0 06$\frac{1}{2}$	per pound.

To be delivered as required.

Class No. 28, iron nails.

3,000 pounds iron cut nails, 40*d*	$0 05	per pound.
4,000 pounds iron cut nails, 30*d*	05	per pound.
5,000 pounds iron cut nails, 20*d*	05	per pound.
3,000 pounds iron cut nails, 12*d*	05	per pound.
10,000 pounds iron cut nails, 6*d*	05	per pound.
1,000 pounds iron cut nails, 4*d*	05	per pound.
2,500 pounds iron cut nails, 8*d*, finishing	05	per pound.
1,000 pounds American clinch nails, 12*d*., annealed	07	per pound.
1,000 pounds American clinch nails, 10*d*., annealed	07	per pound.
1,000 pounds American clinch nails, 8*d*., annealed.	07	per pound.
1,000 pounds American clinch nails, 6*d*., annealed.	07	per pound.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 29, pig iron.

100 tons No. 1 American charcoal pig iron	$39 50	per ton.

To be delivered as required.

JOSEPH L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 30, lead.

300,000 pounds best Missouri pig lead	$0 09$\frac{75}{100}$	per pound.
3,000 pounds drawn lead pipe	15	per pound.

To be delivered as required.

HENRY D. STOVER, New York. Date of contract, July 14, 1863.

Class No. 31, zinc, tin, and solder.

3,000 pounds slab zinc	$0	10	per pound.
1,100 pounds sheet zinc		12	per pound.
600 pounds long-grained braziers' solder		40	per pound.
6,000 pounds English or Banca tin		46	per pound.
18 boxes of tin plate, charcoal brand, XX D, 12½ by 17 inches	20	00	per box.

To be delivered as required.

JOSEPH L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 33, hardware.

100 dozen Bath or Bristol brick	$0	75	per dozen.
4,000 papers brads, finishing, 1 pound each, ½ to 2 inches long, as ordered		10	per paper.
6 dozen bolts, brass, round, 6 inches long	5	00	per dozen.
6 dozen bolts, brass, flat, 6 inches long	5	00	per dozen.
6 dozen bolts, iron, round, 6 inches long	2	00	per dozen.
50 dozen buttons, brass, with plate 1½ to 2 inches	1	00	per dozen.
200 pounds brass, sheet, Nos. 10 to 24, wire gauge		55	per pound.
6 dozen casters, socket, brass, 1½ inch diameter	6	00	per dozen.
3 dozen casters, socket, iron, 1½ inch diameter	3	00	per dozen.
12 dozen files, 14 inches, hand bastard	7	00	per dozen.
12 dozen files, 12 inches, hand bastard	5	50	per dozen.
12 dozen files, 14 inches, flat bastard	7	00	per dozen.
12 dozen files, 12 inches, flat bastard	5	00	per dozen.
6 dozen files, 10 inches, flat bastard	4	00	per dozen.
6 dozen files, 8 inches, flat bastard	2	50	per dozen.
12 dozen files, 16 inches, half-round bastard	9	00	per dozen.
12 dozen files, 12 inches, half-round bastard	5	00	per dozen.
12 dozen files, 12 inches, medium coarse, flat	5	00	per dozen.
12 dozen files, 12 inches, medium coarse, half-round	5	00	per dozen.
12 dozen files, 14 inches, four-square bastard	7	00	per dozen.
12 dozen files, 12 inches, four-square bastard	5	00	per dozen.
12 dozen files, 6 inches, three-square bastard, Stubbs's	1	50	per dozen.
6 dozen files, 14-inch, hand smooth	9	00	per dozen.
6 dozen files, 12-inch, hand smooth	7	00	per dozen.
12 dozen files, 14 inch, flat smooth, Stubbs's	12	00	per dozen.
12 dozen files, 12-inch, flat smooth, Stubbs's	10	00	per dozen.
6 dozen files, 6-inch, flat smooth, Stubbs's	3	00	per dozen.
12 dozen files, 14-inch, half-round smooth, Stubbs's	12	00	per dozen.
12 dozen files, 12-inch, half-round smooth, Stubbs's	11	00	per dozen.
6 dozen files, 6-inch, half-round smooth, Stubbs's	3	00	per dozen.
3 dozen files, 12-inch, round smooth, Stubbs's	10	00	per dozen.
3 dozen files, 10-inch, round smooth, Stubbs's	5	00	per dozen.
3 dozen files, 8-inch, round smooth, Stubbs's	4	00	per dozen.
3 dozen files, 6-inch, round smooth, Stubbs's	2	00	per dozen.
4 dozen files, 12-inch, four-square smooth, Stubbs's	6	00	per dozen.
4 dozen files, 10-inch, four-square smooth, Stubbs's	7	00	per dozen.
4 dozen files, 8-inch, four-square smooth, Stubbs's	3	00	per dozen.
12 dozen files, 6-inch, three-square smooth, Stubbs's	2	00	per dozen.
2 dozen files, 8-inch, knife-edge smooth, Stubbs's	3	00	per dozen.
2 dozen files, 6-inch, knife-edge smooth, Stubbs's	2	00	per dozen.
2 dozen files, 14-inch, hand dead smooth, Stubbs's	10	00	per dozen.

2 dozen files, 12-inch, hand dead smooth, Stubbs's	$8	00	per dozen.
2 dozen files, 10-inch, oval dead smooth, Stubbs's	6	00	per dozen.
2 dozen files, 8-inch, oval dead smooth, Stubbs's	4	00	per dozen.
2 dozen files, 6-inch, oval dead smooth, Stubbs's	3	00	per dozen.
10 dozen files, 5-inch, three-square taper saw, Stubbs's	1	50	per dozen.
40 dozen files, 4½-inch, three-square taper saw, Stubbs's	1	35	per dozen.
40 dozen files, 4-inch, three-square taper saw, Stubbs's	1	25	per dozen.
10 dozen files, 3½ inch, three-square taper saw, Stubbs's	1	10	per dozen.
10 dozen files, 10-inch, cross-cut saw	3	00	per dozen.
5 dozen files, 6-inch, whip-saw	2	00	per dozen.
5 dozen files, 4-inch, whip-saw	1	75	per dozen.
6 dozen files, 12-inch, cabinet	5	00	per dozen.
6 dozen files, 10-inch, cabinet	4	00	per dozen.
12 dozen files, 16-inch, half-round, wood rasps	9	00	per dozen.
12 dozen files, 12-inch, half-round, wood rasps	7	00	per dozen.
4 dozen gongs, for table and desk use, 2½ to 4 inches in diameter	10	00	per dozen.
300 pairs hinges, brass, fast joint, 1 by 1 inch		07	per pair.
300 pairs hinges, brass, fast joint, 1½ by 1½ inch		62	per pair.
300 pairs hinges, brass, fast joint, 1½ by 2 inches		70	per pair.
250 pairs hinges, brass, fast joint, 2 by 2 inches		25	per pair.
200 pairs hinges, brass, fast joint, 1¾ by 3 inches		30	per pair.
200 pairs hinges, brass, fast joint, 2 by 3 inches		50	per pair.
200 pairs hinges, brass, fast joint, 2½ by 3 inches		50	per pair.
300 pairs hinges, brass, fast joint, 3 by 3 inches	1	50	per pair.
250 pairs hinges, brass, fast joint, 3½ by 3½ inches		75	per pair.
300 pairs hinges, brass, fast joint, 3½ by 4 inches	1	85	per pair.
250 pairs hinges, brass, fast joint, 4 by 4 inches	1	10	per pair.
100 pairs hinges, brass, slip joint, 3 by 3 inches	1	60	per pair.
100 pairs hinges, brass, slip joint, 4 by 4 inches	1	20	per pair.
100 pairs hinges, wrought iron, table, rule joint, 2½ by 3 inches		40	per pair.
144 pairs hinges, wrought iron strap, as ordered		25	per pair.
72 pairs hinges, composition, as ordered		75	per pair.
1,500 hooks, brass, double cloth		17	each.
900 hooks, brass, cap		05	each.
400 hooks, brass, furniture, assorted, 2 to 3 inches long, one side flat		04	each.
300 hooks, brass, cabin-door, 6 inches long		25	each.
12 dozen brass hooks and eyes, 4 inches long	1	75	per dozen.
50 handles, brass, flush, 2 inches wide, 4 inches long		20	each.
2 gross keys, brass, blank	9	00	per gross.
300 knobs, porcelain, screw, shutter		04	each.
50 locks, brass, mortise, 4 inches square, ⅝ thick, with white porcelain knobs and brass keys and bolts, furniture, plated, complete	1	50	each.
50 locks, brass, rim, 4 inches square, with white porcelain knobs, brass keys, and bolts, furniture, plated, complete	1	75	each.
50 locks, brass, mortise, 3½ inches square, ½ inch thick, with white porcelain knobs and brass keys and bolts, furniture, plated, complete	1	40	each.

50 locks, brass, mortise, 3 inches square, $\frac{3}{8}$ thick, with white porcelain knobs and brass keys and bolts, furniture. plated, complete	$1	30	each.
75 locks, brass, door, (with brown knobs and brass keys and bolts,) 6 by 4 inches	1	40	each.
75 locks, brass, desk, best quality, $2\frac{1}{2}$ by 4 inches		50	each.
75 locks, brass, cupboard, best quality, $2\frac{1}{2}$ by 4 inches		50	each.
75 locks, brass, cupboard, best quality, $1\frac{3}{4}$ by 3 inches		25	each.
150 locks, brass, cupboard, best quality, $1\frac{5}{8}$ by 3 inches		30	each.
75 locks, brass, cupboard, best quality, $1\frac{1}{4}$ by $2\frac{1}{2}$ inches		25	each.
150 locks, brass, drawer, best quality, $2\frac{1}{2}$ by 4 inches		40	each.
150 locks, brass, drawer, best quality, 2 by $2\frac{3}{4}$ inches		30	each.
150 locks, brass, chest, best quality, $2\frac{1}{4}$ by $3\frac{1}{2}$ inches		25	each.
75 locks, brass, chest, best quality, $1\frac{7}{8}$ by $2\frac{1}{2}$ inches		20	each.
150 locks, iron, chest, best quality, $2\frac{1}{2}$ by $3\frac{1}{2}$ inches		20	each.
150 locks, iron, cupboard, assorted sizes, as ordered, bolts to shoot right and left		20	each.
250 locks, brass, pad, best quality		75	each.
250 locks, iron, pad, best quality		25	each.

All the locks to be spring and tumbler, with brass works, keys of brass, to differ, except the drawer locks, which may have three kinds of keys to the dozen, and padlocks, one kind of key to the dozen, with two (2) keys to each and every lock of all kinds.

48 ladles, iron, 9 inches diameter, $4\frac{1}{2}$ inches deep and $\frac{1}{4}$ inch thick	2	50	each.
8 dozen pulleys, iron, sash		75	per dozen.
30 reams paper, sand, Nos. $\frac{1}{2}$ to $2\frac{1}{2}$, as ordered	3	00	per ream.
100 rings, brass, flush, plated, $1\frac{1}{2}$-inch diameter		10	each.
12 gross rings, brass, curtain, $1\frac{3}{4}$-inch diameter		15	per gross.
12 papers rivets, iron, tinned, 1 to 4-pound papers, (say 20 pounds)		15	per pound.
8 dozen springs, sofa, steel, No. 5		75	per dozen.
125 spigots, brass, assorted sizes, $\frac{1}{4}$ to $\frac{3}{8}$ inch		50	each.
36 sieves, brass, wire, fine and coarse, as ordered		75	each.
5 gross screws, brass, 3-inch, No. 30	17	00	per gross.
5 gross screws, brass, 3-inch, No. 20	9	00	per gross.
5 gross screws, brass, $2\frac{1}{2}$-inch, No. 20	8	50	per gross.
20 gross screws, brass, 2 inches, No. 16, gimlet point	5	00	per gross.
30 gross screws, brass, $1\frac{3}{4}$-inch, No, 14, gimlet point	3	00	per gross.
35 gross screws, brass, $1\frac{1}{2}$-inch, No. 14, gimlet point	2	75	per gross.
70 gross screws, brass, $1\frac{1}{2}$-inch, No. 12, gimlet point	2	20	per gross.
80 gross screws, brass, $1\frac{1}{4}$-inch, No. 10, gimlet point	1	50	per gross.
150 gross screws, brass, $1\frac{1}{4}$-inch, No. 12, gimlet point	2	00	per gross.
10 gross screws, brass, $1\frac{1}{2}$-inch, round-head, gimlet point	1	60	per gross.
10 gross screws, brass, 1-inch, round-head, gimlet point	1	00	per gross.
40 gross screws, brass, $\frac{5}{8}$-inch, No. 7, gimlet point		80	per gross.
15 gross screws, brass, $\frac{1}{2}$-inch, No. 5, gimlet point		75	per gross.

10 gross screws, brass, $\frac{3}{8}$-inch, No. 4, gimlet point	$0	70	per gross.
75 gross screws, iron, 2 inches, No. 14, gimlet point		95	per gross.
100 gross screws, iron, $1\frac{1}{2}$-inch, No. 14, gimlet point		75	per gross.
100 gross screws, iron, $1\frac{1}{2}$-inch, No. 12, gimlet point		60	per gross.
100 gross screws, iron, $1\frac{1}{4}$-inch, No. 12, gimlet point		55	per gross.
100 gross screws, iron, $1\frac{1}{4}$-inch, No. 10, gimlet point		50	per gross.
100 gross screws, iron, 1 inch, No. 9, gimlet point		40	per gross.
150 gross screws, iron, $\frac{3}{4}$-inch, No. 7, gimlet point		30	per gross.
50 gross screws, iron, $\frac{5}{8}$-inch, No. 6, gimlet point		28	per gross.
25 gross screws, iron, $\frac{1}{2}$-inch, No. 5, gimlet point		25	per gross.
12 gross screws, iron, $\frac{3}{8}$-inch, No. 4, gimlet point		20	per gross.
3,000 papers tacks, iron, 3 to 16 ounces		05	per paper.
25 papers tacks, gimp		05	per paper.
100 feet tubing, brass, 1 inch outside, $\frac{13}{16}$ inside		49	per foot.
1,000 pounds wire, brass, No. 22 to $\frac{1}{2}$ inch, as ordered		48	per pound.
6 sets water-closet fittings, basins, valves, and stop-cocks, complete, best quality, and most approved style	16	00	per set.

To be delivered as required.

Class No. 34, tools for stores.

6 anvils, best quality, smiths', (150 pounds each)	$14	00	each.
6 adzes, coopers', best quality	1	50	each.
36 adzes, carpenters', best quality	1	75	each.
12 axes, carpenters', broad, best quality	1	75	each.
6 axes, coopers', best quality	1	50	each.
144 axes, wood, best quality	1	25	each.
24 awls, patent, combination, brad		50	each.
72 awls, common, assorted, brad		05	each.
72 awls, shoemakers', sewing		05	each.
72 awls, saddlers', sewing		05	each.
6 dozen augers, patent, ship, $\frac{1}{2}$-inch	4	50	per dozen.
6 dozen augers, patent, ship, $\frac{9}{16}$-inch	5	00	per dozen.
6 dozen augers, patent, ship, $\frac{5}{8}$-inch	6	00	per dozen.
6 dozen augers, patent, ship, $\frac{11}{16}$-inch	6	50	per dozen.
6 dozen augers, patent, ship, $\frac{3}{4}$-inch	7	50	per dozen.
6 dozen augers, patent, ship, $\frac{7}{8}$-inch	9	00	per dozen.
6 dozen augers, patent, ship, 1-inch	9	50	per dozen.
24 sets of bits, patent, auger, $\frac{1}{4}$ to 1 inch, inclusive, to fit the following braces	2	00	per set.
24 braces, iron, large size, best quality, with complete sets (35 pieces) of bits	2	50	each.
12 bellows, hand, best quality	1	75	each.
48 bevels, mahogany or rosewood, brass bound, steel blades, 6 to 12 inches long		30	each.
2 dozen bung-borers	2	50	per dozen.
6 pairs calipers, mast, steel	1	00	per pair.
12 pairs calipers, smiths', steel		75	per pair.
72 compasses, carpenters'		25	each.
1 dozen sets chisels, firmer, handled	3	50	per set.
1 dozen sets chisels, socket, handled	4	00	per set.
1 dozen sets chisels, turners', handled	4	50	per set.
6 crows, coopers'		75	each.
24 skeins catgut, for drill-bows		25	each.
12 drills, fiddle, with bows and catgut complete, medium size	1	25	each.
144 drivers, screw, steel, assorted sizes		30	each.
24 gauges, carpenters', boxwood		20	each.

12 dozen gimlets, patent, assorted sizes	$0	30	per dozen.
3 dozen gimlets, spike		50	per dozen.
12 sets gouges, firmer, handled	3	25	per set.
12 sets gouges, socket, handled	4	50	per set.
12 sets gouges, turners', handled	4	75	per set.
6 dozen hones	6	00	per dozen.
144 hammers, claw, best cast steel, assorted sizes, as ordered		40	each.
48 hammers, tack, steel		20	each.
12 hammers, saddlers', best cast steel, finished		50	each.
12 hammers, tinners', best cast steel, finished		50	each.
12 hammers, riveting, best cast steel, finished		50	each.
144 hatchets, best quality, Nos. 1 and 2		75	each.
12 sets (5 pieces each) irons, calking, best steel	1	50	per set.
6 irons, coopers', beck		50	each.
6 irons, coopers', marking		50	each.
6 irons, coopers', flagging		30	each.
3 dozen knives, pallet, best quality, painters'	6	00	per dozen.
2 dozen knives, putty, best quality, painters'	3	00	per dozen.
72 knives, carpenters', drawing		50	each.
6 knives, rounding, coopers'		60	each.
6 knives, hollow, coopers'		60	each.
36 kettles, pitch	1	00	each.
72 ladles, pitch	1	00	each.
6 lines, metallic, tape, assorted, 50 to 100 feet	2	50	each.
72 lines, carpenters' chalk, each 100 feet		12	each.
144 mops, pitch		40	each.
2 dozen mallets, tinners'	1	25	per dozen.
3 dozen mallets, carpenters'	2	50	per dozen.
24 mauls, pin, carpenters', best quality	1	50	each.
24 mauls, top, carpenters', best quality	1	50	each.
1 gross pencils, carpenters', oval, lead	3	75	per gross.
6 dozen pincers, best quality, assorted sizes	4	00	per dozen.
9 dozen plyers, steel, best quality, assorted sizes	5	00	per dozen.
24 planes, jack		75	each.
24 planes, fore	1	00	each.
24 planes, smooth		75	each.
24 planes, rabbet		50	each.
24 planes, long-jointers	1	60	each.
24 planes, plough, with full sets of bits	3	75	each.
12 planes, tongue and groove, match $1\frac{1}{4}$ to $1\frac{1}{2}$ inch		50	each.
12 planes, tongue and groove, match 1 inch		50	each.
6 sets of planes, hollow and round, $\frac{1}{2}$ to 2 inches		50	each.
6 planes, coopers', block		75	each.
24 planes, $\frac{1}{4}$-inch, bead		50	each.
24 planes, $\frac{3}{8}$-inch, bead		50	each.
24 planes, $\frac{1}{2}$-inch, bead		50	each.
24 planes, $\frac{3}{4}$-inch, bead		50	each.
24 planes, 1-inch, bead		75	each.
All bench planes to be double-ironed.			
6 paint mills, iron	9	00	each.
6 paint stones and mullers	2	50	each.
24 pots, glue	1	00	each.
3 dozen rules, 1 foot, pocket, 4 fold, boxwood	2	50	per dozen.
6 dozen rules, 2 feet, pocket, 4 fold, boxwood, brass bound	6	75	per dozen.
72 saws, keyhole, best quality		15	each.

72 saws, compass, best quality	$0 30	each.
48 saws, sash, best quality	75	each.
48 saws, dovetail, best quality	60	each.
144 saws, panel, best quality	1 50	each.
144 saws, tenon, best quality	1 75	each.
144 saws, rip, best quality	1 50	each.
144 saws, crosscut, hand, best quality	1 50	each.
12 saws, crosscut, 5 to 6 feet long, best quality	2 50	each.
3 saws, whip, 6 feet long, best quality	3 00	each.
144 saws, wood, with frames and horses ready for use, best quality	60	each.
12 saws, hack, with 6 spare blades each, best quality	2 00	each.
36 sawsets, improved, assorted, best quality	50	each.
24 dozen scrapers, ships', steel, best quality	6 00	per dozen.
6 shaves, bucket, coopers'	50	each.
6 shaves, can, coopers'	50	each.
6 shaves, in, coopers'	50	each.
12 shears, sheep, best steel	40	each.
72 shears, or snips, for tinners, best steel	1 50	each.
72 pair of screws, wood, clamp	40	per pair.
12 screws, bench, carpenters', medium	40	each.
12 screws, jack, box, approved pattern	5 00	each.
24 screw plates, 6 taps to each, assorted sizes	4 50	each.
6 dozen squares, steel, 2 feet, scaled	11 00	per dozen.
4 dozen squares, try, mahogany or rosewood, brass bound, steel blades, 4 to 14 inches	4 40	per dozen.
4 dozen spokeshaves	6 00	per dozen.
6 dozen stones, Turkey, oil	3 00	per dozen.
4 dozen stones, grind, medium size, hung ready for use, complete	155 00	per dozen.
48 vices, hand, steel, assorted sizes	70	each.
12 vices, bench, parallel, steel faces, medium sizes	7 50	each.
36 wrenches, monkey or screw, 12 of each size, 15, 18, and 24 inches	1 60	each.
24 wrenches, monkey or screw, 12 of each size, 9 and 12 inches	80	each.

E. Wheeler, Washington, D. C. Date of contract, July 15, 1863.

Class No. 35, brushes.

6 dozen brushes, painters', cleaning	$5 00	per dozen.
6 dozen brushes, painters', dusting, No. 5	7 00	per dozen.
100 dozen brushes, painters', 000000	12 00	per dozen.
50 dozen brushes, painters', 0000	10 00	per dozen.
5 dozen tools, painters', No. 7	3 00	per dozen.
5 dozen tools, painters', No. 8	3 00	per dozen.
75 dozen tools, sash, assorted, Nos. 6 and 8	2 00	per dozen.
12 dozen brushes, varnish, assorted, Nos. 3 and 5	3 50	per dozen.
6 dozen brushes, glue	3 00	per dozen.
24 dozen brushes, tar, short-handled	4 50	per dozen.
12 dozen brushes, tar, long-handled	6 00	per dozen.

To be delivered as required.

William E. Spalding, Washington, D. C. Date of contract, July 15, 1863.

Class No. 36, white lead.

30,000 pounds pure white lead, in oil, one-half in 25-pound packages	$0 09¾	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 20, 1863.

Class No. 37, zinc paint.

14,000 pounds pure white zinc, in oil	$7 90	per pound.
3,000 pounds pure brown zinc, in oil	6 40	per pound.

(Part in 25-pound packages.)

To be delivered as required.

A. B. WOLFE, Baltimore, Md. Date of contract, August 3, 1863.

Class No. 38, colored paints.

10,000 pounds lampblack, in oil, 25-pound packages	$0 06½	per pound.
600 pounds lampblack, dry, part (100 pounds) in 1-pound papers	07	per pound.
500 pounds chrome green, in oil, 5 and 6 pound packages	22	per pound.
460 pounds chrome green, dry	20	per pound.
25 pounds chrome vermilion, dry	30	per pouud.
25 pounds English vermilion, dry	1 75	per pound.
100 pounds burnt umber, in oil, 2, 5, and 10 pound packages	14	per pound.
1,500 pounds red lead, dry	15	per pound.
50 pounds Prussian blue, in oil, 2-pound cans	48	per pound.
1,500 pounds litharge, dry, in 100-pound kegs	12½	per pound.
3,100 pounds Spanish whiting, dry	01¼	per pound.
400 gallons Pennsylvania zinc dryers	1 88	per gallon.
6 packages extra deep shade gold leaf, best quality	13 00	per package.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, July 20, 1863.

Class No. 39, turpentine and varnish.

20 barrels soft clear turpentine, not less than 280 pounds to the barrel	$45 00	per barrel.
1,000 gallons spirits turpentine	3 90	per gallon.
150 gallons copal varnish	4 90	per gallon.
140 gallons Demar varnish	2 70	per gallon.
250 gallons Japan varnish	1 00	per gallon.
10 gallons coach varnish	4 90	per gallon.
45 gallons spirits of wine, 95 per cent. proof	70	per gallon.
50 pounds gum shellac	28	per pound.

To be delivered as required.

JOHN LEARY, Baltimore, Md. Date of contract, July 21, 1863.

Class No. 40, linseed oil.

1,500 gallons boiled linseed oil	$1 33	per gallon.
1,000 gallons raw linseed oil	1 29	per gallon.

To be delivered as required.

HENRY D. STOVER, New York, Date of contract, July 14, 1863.

Class No. 41, glass.

20 lights of glass, 26 by 32 inches	$1 50	each.
150 lights of glass, 14 by 22 inches	40	each.
300 lights of glass, 14 by 18 inches	35	each.
75 lights of glass, 14 by 16 inches	30	each.
75 lights of glass, 14 by 15 inches	30	each.
250 lights of glass, 13 by 16 inches	25	each.
50 lights of glass, 14 by 14 inches	25	each.

150 lights of glass, 13 by 15 inches	$0 20	each.
150 lights of glass, 13 by 14 inches	20	each.
300 lights of glass, 12 by 18 inches	20	each.
200 lights of glass, 12 by 17 inches	20	each.
150 lights of glass, 12 by 16 inches	20	each.
150 lights of glass, 12 by 15 inches	20	each.
150 lights of glass, 12 by 14 inches	10	each.
200 lights of glass, 10 by 14 inches	20	each.
150 lights of glass, 10 by 13 inches	12	each.
500 lights of glass, 10 by 12 inches	10	each.
150 lights of glass, 9 by 13 inches	10	each.
200 lights of glass, 9 by 12 inches	10	each.
600 lights of glass, 8 by 10 inches	10	each.
150 lights of glass, 7 by 9 inches	10	each.
500 lights of glass, 6 by 8 inches	05	each.
150 lights of glass, 4 by 6 inches	05	each.
36 lights, straight deck, 10 by 3 inches	1 00	each.
100 airport glasses, 7½ inches diameter, 1½ inch thick, clear white, polished	1 00	each.
12 glaziers' diamonds, best quality	6 00	each.

To be delivered as required.

JOSEPH L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 42, oakum.

20,000 pounds oakum, best quality, long thread, for calking purposes	$0 11	per pound.

To be delivered as required.

KING & BURCHELL, Washington, D. C. Date of contract, July 20, 1863.

Class No. 44, fish oil.

1 barrel, 30 gallons, fish oil	$10 00	per barrel.

To be delivered as required.

Class No. 45, tallow, soap, and sweet oil.

6,000 pounds pure beef tallow	$0 12	per pound.
7,500 pounds hard brown soap	09	per pound.
500 pounds castile soap	14	per pound.
35 gallons sweet oil	1 50	per gallon.

To be delivered as required.

JOS. L. SAVAGE, Washington, D. C. Date of contract, July 31, 1863.

Class No. 47, ship chandlery.

200 pounds borax, refined	$0 30	per pound.
500 pounds chalk, white	01	per pound.
100 pounds chalk, red	10	per pound.
200 yards felt, sheathing, heavy	12	per square yard.
400 pounds glue, Irish, best quality	20	per pound.
600 pounds guano, Peruvian, best quality	05	per pound.
50 barrels lime, air-slacked, best wood-burned	1 50	per barrel.
150 pounds leather, pump, sides not less than 28 pounds	45	per pound.
25 sheets mica, 6 by 8 inches	25	each.
1 carboy muriatic acid, 100 pounds	06	per pound.
1 carboy oil of vitriol, 150 pounds	05	per pound.
5 pounds prussiate of potash	40	per pound.

50 pounds rotten-stone ..... $0 10 per pound.
25 pounds yarn lamp-wick ..... 1 00 per pound.

To be delivered as required.

Jos. L. Savage, Washington, D. C. Date of contract, July 20, 1863.

Class No. 52, ingot copper.

800,000 pounds ingot copper, best quality ..... $0 30$\frac{90}{100}$ per pound.

To be delivered as required.

Jos. L. Savage, Washington, D. C. Date of contract, July 31, 1863.

Class No. 53, tank iron.

10,000 pounds plate iron, $\frac{1}{4}$-inch thick, from 21 to 60 inches wide, and from 40 to 90 inches long, as ordered ..... $0 07$\frac{1}{2}$ per pound.
600 pounds iron rivets, $\frac{1}{2}$ to $\frac{3}{4}$ inch in diameter, as ordered ..... 07$\frac{1}{2}$ per pound.

To be delivered as required.

Freeman Orne, New York. Date of contract, July 20, 1863.

Class No. 54, poles.

300 green hickory or ash poles, about 20 feet long, and 4 inches at the buts ..... $0 25 each.

To be delivered as required.

Jos. L. Savage, Washington, D. C. Date of contract, July 31, 1863.

Class No. 55, bellows.

30 Smith's bellows, 32 inches wide, 44 inches long, exclusive of pipe, which is to be 10 inches long, as per sample ..... $1 12 each.

To be delivered as required.

Offers for iron armor plating, under advertisement from the Navy Department of September 30, 1862.

Bidders.	Portsmouth.	Boston.	New York.	Philadelphia.
	Per pound.	*Per pound.*	*Per pound.*	*Per pound.*
Zug & Painter	.....	.....	.....	$0 4$\frac{1}{2}$
P. C. Bruick	.....	.....	$0 4.98$\frac{1}{2}$	4.98†
Do	.....	.....	5.48$\frac{1}{2}$*	.....

* Side plates. † With conditions as to size of plates.

The above are all the bids received by the Navy Department under the advertisement above named for iron armor plates, opened and examined October 16, 1862, by—

JOSEPH SMITH.
JOHN LENTHALL.
JAMES SELDEN.

Proposals for wharf at Port Royal, received under the advertisement by the Navy Department of November 25, 1862.

	Names.	Residence.	Amount.	Time.	Remarks.
1	Richard Smith & Co	East Boston	$62,700 00	4 months.	
2	Geo. M. Lawman & Bernard Riley	Reading	73,000 00	95 days.	
3	Bristol & Post	Oswego, N. Y	72,250 00	3 months.	
4	Jesse Boynton & Co	Providence, R. I	60,000 00	4 "	
5	James McArthur	Boston	74,000 00	6⅔ "	
6	Alfred Lee	Havana, N. Y	58,000 00	2 "	Contract awarded.
7	Portio & Sherman	New York	70,000 00	3⅓ "	
8	Wormer, Decker & Co	Washington	79,500 00	4 "	
9	Tallcott & Payne	Albany	70,776 30	6 "	
10	William H. Adams	New York	121,000 00	6 "	
11	James Burke	do	55,000 00	3 "	Did not respond.
12	Butler H. Bixly	do	110,862 00	3 "	
13	C. G. Waterbury	do	72,000 00	3 "	
14	William P. Labey	do	33,500 00	6 "	Rejected on account of time.
15	Hamilton E. Towle	do	65,000 00	4 "	
16	James J. Belden	Syracuse	54,500 00	3 "	Did not respond.
17	A. D. Bishop	New York	66,180 00	3 "	
18	Alanson S. Page	Oswego	44,500 00	4 "	Did not respond.
19	Jacob Sharp	New York	68,000 00	3 "	
20	J. J. Power	Washington	140,000 00	3 "	
21	C. E. Potter	Providence, R. I	74,000 00	4 "	
22	William H. Chisley & Ramen Beman	New York	70,000 00	4½ "	

Opened in presence of—

JOHN LENTHALL.
W. P. S. SANGER.
A. B. FARWELL.

DECEMBER 24, 1862.

Proposals for light-draught vessels for rivers and bays, under advertisement by the Navy Department of February 10, 1863.

	Bidders.	Residence.	Time.	Price.	Remarks.
1	Geisse, McCoy & Co	Wellsville, Ohio	8 months	$495,000	1 vessel; withdrawn.
2	Miles Greenwood	Cincinnati	8 and 9 months	480,000 or 490,000	Each, for 2 vessels. For 1 vessel.
3	Harrison Loring	Boston	6½ months	508,000	1 vessel.
4	Homer Ramsdell, Washington Works	Newburgh, New York	6 and 8 months	520,000	Each, for 2 vessels.
5	Atlantic Works	New York	7 months	530,000	1 vessel.
6	J. S. Underhill, Dry Dock Iron Works	New York	250 days	575,000	1 vessel.
7	Merrick & Sons	Philadelphia	6 months	395,000	1 vessel.
8	Atlantic Works	Boston	[Not stated]	487,000	1 vessel.
7	Theodore Adams	Washington	11 months 8 months	490,000 510,000	1 vessel.
10	Pusey, Jones & Co.	Wilmington, Del	8 months	530,000	1 vessel.
11	James T. Ryan	New York	7 months	490,000	1 vessel.
12	William Perine	New York	8 months	495,000	1 vessel.
13	Secor & Co.	New York	7½ months	500,000	1 vessel.
14	Snowden & Mason	Pittsburg	6 months 9 months	475,000 460,000	2 vessels.
15	Geisse, McCoy & Co	Wellsville, Ohio	8 months	488,000	1 vessel.
16	Harlan & Hollingsworth	Wilmington, Del	8 months	386,000	1 vessel.
17	Reaney, Son & Archbold	Chester, Penn.	Offers establisbment	at less than	trade rates.
18	Alexander Swift & Co	Cincinnati	9 months	490,000	Each, for two vessels.
19	G. W. Lawrence & Co	Portland, Maine	9 months	500,000	1 vessel.
20	A. W. Denmead & Son	Baltimore	10 months	495,000	1 vessel.

Opened this day in presence of—

JOS. SMITH.
B. F. ISHERWOOD.
WILLIAM FAXON.

NAVY DEPARTMENT, *February* 26, 1863.

Propositions received under the advertisement of the department of June 12, 1863, for steam screw sloop-of-war of about 3,000.

Bidders.	Residence.	Amount.	Time.
Cramp & Son	Philadelphia	*$940,000	12 months.
John W. Lynn	do	1,060,000	No time specified.
Hillman & Streaker	do	1,074,000	15 months.
Martin Hubbe	New York	650,000	8 "
J. Simonson	do	1,225,000	18 "
Thomas Stack	do	1,250,000	14 "
W. H. Webb	do	1,337,000	15 "
Jos. J. Comstock	do	1,350,000	18 "
G. W. Jackman, jr	Newburyport	1,100,000	15 "
Donald McCay	Boston	1,175,000	12 "
Samuel Hall	do	1,300,000	18 "

* Accepted.

Proposals for building revolving iron turrets under advertisement of July 29, 1863.

Bidders.	Number of vessels.	Offers for turrets to be built at—			
		Philadelphia.	New York.	Boston.	Portsmouth.
Litchfield & Maynard, of Boston	2	$429,000	$429,000	$429,000	$429,000
Curtis & Tilden, of Boston	1	.....	.....	395,000	.....
A. Sylvester & Co., of Boston	2	.....	.....	365,000	375,000
J. B. & W. W. Cornell & Co., of New York	4	394,494	394,000	394,000	394,000
George T. McLauthlin & Co., of Boston	1	.....	.....	440,000	.....
James Tetlow, of Boston	2	.....	.....	318,794	324,794
Architectural Iron Works of New York	4	360,000	348,800	373,000	373,000
Atlantic Works of Boston	4*	365,000	365,000	325,000	340,000
Cornelius H. Delamater, of New York	1	.....	400,000	.....	.....

For vessel at Portsmouth, awarded to Atlantic Works, for	$324,794
For vessel at Boston, awarded to James Tetlow, for	318,794
For vessel at New York, awarded to C. H. Delamater, for	340,000
For vessel at Philadelphia, awarded to Atlantic Works, for	340,000

* 1 or more.

List of contracts embracing all coming under the cognizance of the Bureau of Construction and Repair, made and received since the date of the last report, November 26, 1862, to October 9, 1863, prepared in conformity with the act of Congress of April 21, 1808.

Date.	Names of contractors.	Vessels.	Amount of contract.	Where building.
1862.				
Oct. 5	Curtis & Tilden	Osceola, side-wheel steamer	$75,000	Boston.
13	Harlan & Hollingsworth	Saugus, iron-clad steamer.	460,000	Philadelphia.
1863.				
May 22	Paul S. Forbes	Idaho, steam screw sloop-of-war.	600,000	New York.
March 14	Oliver Edward, president of the Atlantic Works.	Casco, iron-clad steam battery.	395,000	Charlestown.
March 9	Reaney, Son & Archbold	Tunxis ditto	386,000	Philadelphia.
17	D. N. Pickering, treasurer Globe Works.	Suncook ditto	395,000	Charlestown.
	Aquila Adams	Chisno ditto	395,000	Charlestown.
26	Alexander Swift & Co	Klamath ditto	395,000	Cairo.
	Same	Yuma ditto	395,000	Cairo.
9	Snowden & Mason	Umpqua ditto	395,000	Cairo.
2	Harlan & Hollingsworth	Napa ditto	395,000	Philadelphia.
13	Denmead & Co	Waxsaw ditto	395,000	Baltimore.
2	Merrick & Son	Yazoo ditto	395,000	Philadelphia.
April 2	William Perine	Naubuc ditto	395,000	Brooklyn.
	Curtis & Tilden	Shawnee ditto	386,000	Charlestown.
17	M. F. Merritt	Cohoes ditto	395,000	Brooklyn.
24	Wilcox & Whiting	Koka ditto	386,000	Philadelphia.
May 4	McKay & Aldus	Squando ditto	395,000	Charlestown.
June 4	J. S. Underhill	Modoc ditto	395,000	Brooklyn.
10	Donald McKay	Nauset ditto	386,000	Charlestown.
15	J. W. Lawrence *	Wassac ditto	386,000	Portland.
24	George C. Bestor	Shiloh ditto	386,000	Cairo.
	C. W. McCord	Etlah ditto	386,000	Cairo.
Aug. 5	Thomas F. Rowland	Muscoota, iron gunboat.	171,000	Brooklyn.
July 27	Reaney & Archbold	Shamokin ditto	171,000	Chester, Pa.
June 24	Same	Suwanee ditto	171,000	Chester, Pa.
Aug. 8	Zeno Secor	Mohongo ditto	171,000	New York.

* Contract for G. W. Lawrence for "Wassac" annulled.

No. 1.

BUREAU OF STEAM ENGINEERING.

Estimate of amounts required for the expenditure of the Bureau of Steam Engineering for the fiscal year ending June 30, 1865.

Salary of chief of bureau	$3,500 00
Salary of one chief clerk	1,800 00
Salary of draughtsman	1,400 00
Salary of clerk, (2d class)	1,400 00
Salary of assistant draughtsman	1,200 00
Salary of messenger	840 00
Salary of laborer	600 00
Contingent expenses for blank books, binding, stationery, and miscellaneous items	1,200 00
	11,940 00

Per act of July 5, 1862, volume 12, pages 510, 511.

No. 2.

Estimates for the amounts required for the construction, repair, wear, tear, &c., for machinery of vessels in commission for the fiscal year ending June 30, 1863.

For repairs of machinery of steamers built for the navy	$6,100,000 00
For repairs of machinery of steamers purchased for the navy,	3,350,000 00
For repairs of machinery of steam vessels in western waters.	2,600,000 00
For completion of machinery of steamers under contract	13,000,000 00
For completion of machinery of armored steamers	6,600,000 00
For completion of machinery of sea-going armored steamers	2,000,000 00
For construction of new machinery	4,000,000 00
For materials, stores, extra labor, oil, instruments, tools, &c.,	1,700,000 00
For completion of experiments on steam authorized by last Congress	12,000 00
	39,362,000 00

No. 3.

Estimate of amount required for incidental expenditures or contingent for the fiscal year ending June 30, 1865.

For transportation of materials, printing, stationery, advertising, books, drawings, models, postages, and incidental expenses	$25,000 00

RECAPITULATION OF ESTIMATES.

Salaries	$10,740 00
Contingent	1,200 00
	11,940 00

Naval service.

Construction, repairs, &c., of machinery	$39,362,000 00
Contingent expenses	25,000 00
	39,387,000 00

STATEMENT OF CONTRACTS FOR STEAM MACHINERY MADE BY THE BUREAU OF STEAM ENGINEERING SINCE AUGUST 1, 1862.

Machinery of paddle-wheel steamers of fifty-eight inches diameter of cylinder and eight feet nine inches stroke of piston.

Date.	Contractors.	Vessels.	Price.
1862.			
Aug. 15	Globe Works, Boston	Massasoit	$82,000
15	do	Iosco	82,000
30	Allaire Works, New York	Mattabessett	82,000
30	do	Mackinaw	82,000
15	Neptune Works, New York	Chicopee	82,000
15	do	Tallapoosa	82,000
15	Fulton Works, New York	Otsego	82,000
15	Morgan Works, New York	Chenango	82,000
15	do	Ascutney	82,000
15	South Brooklyn Works, Brooklyn	Metacomet	80,000
15	do	Mendota	80,000
Oct. 29	Stover Machine Company, New York	Tullahoma	82,000
29	Etna Works, New York	Peoria	82,000
1863.			82,000
Mar. 20	Paul S. Forbes, New York	Algonquin	
1862.			82,000
Oct. 15	Atlantic Works, Boston	Sassacus	
15	do	Osceola	82,000
8	Gardner & Lake, Providence	Patuxent	82,000
8	do	Winooska	82,000
Aug. 30	Portland Company, Portland, Me	Agawam	82,000
30	do	Pontoosuc	82,000
25	Washington Works, Newburg, N. Y	Lenapee	82,000
Sept. 20	Neafie, Levy & Co., Philadelphia	Pontiac	82,000
25	Morris, Towne & Co., Philadelphia	Tacony	82,000
Aug. 30	Reaney, Son & Archbold, Chester, Pa	Wateree	73,000
15	Pusey, Jones & Co., Wilmington, Del	Mingol	82,000
30	do	Wyalusing	82,000
15	Vulcan Works, Baltimore	Eutaw	85,000
20	Poole & Hunt, Baltimore	Shamrock	82,000

Machinery of screw gunboats.

Date.	Contractors.	Vessels.	Price.
1862.			
Sept. 15	Woodruff & Beach, Hartford	Nipsic	$88,000
15	do	Pequot	88,000
Oct. 15	Stover Machine Company, New York	Maumee	73,500
Sept. 25	Merrick & Sons, Philadelphia	Yantic	68,500
Dec. 10	South Brooklyn Works, Brooklyn	Nyack	92,000
10	do	Shawmut	92,000
1	Corliss Steam Engine Company, Providence	Saco	75,000

Machinery of wooden iron-clads with two turrets.

Date.	Contractors.	Vessels.	Price.
1862.			
Aug. 2	Morris, Towne & Co., Philadelphia	Agamenticus	$129,000
2	do	Monadnock	128,000
Sept. 15	Novelty Works, New York	Miantonomah	158,500
29	Merrick & Sons, Philadelphia	Tonawanda	130,000

Geared screw engines of one hundred inches diameter of cylinder and four feet stroke of piston.

Date.	Contractors.	Price.
1863.		
Sept. 24	Novelty Works, New York	$700,000
24	Morgan Works, New York	700,000

Machinery of iron paddle-wheel steamers of fifty-eight inches diameter of cylinder and eight feet nine inches stroke of piston.

Date.	Contractors.	Vessels.	Price.
1863.			
Aug. 5	Continental Works, Brooklyn	Muscoota	$104,000
June 24	Reaney, Son & Archbold, Chester, Pa	Suwanee	104,000
July 27	do	Shamokin	104,000
Aug. 8	Fulton Foundry, Jersey City, N. J	Mohongo	104,000

Scale of bids for supplies under Bureau of Steam Engineering under advertisement of February 13, 1863.

KITTERY YARD.

Class A.

Henry D. Stover	$6,030 00
Jos. L. Savage	*4,227 50
H. J. Collins & Co	4,980 00

Class E.

J. C. Carr	$658 50
Henry D. Stover	632 50
Jos. L. Savage	975 00
H. J. Collins & Co	875 00

Class F.

Henry D. Stover	$5,039 00
Jos L. Savage	*4,687 00
H. J. Collins	4,700 00

Class R.

Henry D Stover	$1,142 00
Jos L. Savage	1,107 00
John H. Bailey	*509 00

CHARLESTOWN YARD.

Class C.

George Adams	$1,332 50
Mullet & Bradbury	*1,053 00
Tibeon Southard	1,095 00
C. W. Scofield	1,387 50
Henry D. Stover	1,162 50

Class D.

George Adams	$1,700 00
Oakman & Eldridge	*1,900 00
C. W. Scofield	5,000 00
Burnett Forbes	2,500 00
Henry D. Stover	3,800 00
Benjamin Y. Pippery	1,960 00

George Adams withdrawn before awarding of contracts.

Class E.

H. J. Collins & Co	$4,100 00
C. W. Scofield	4,800 00
Burnett Forbes	*3,530 00
Henry D. Stover	3,550 00

Class F.

H. J. Collins	$295 00
Smith Brothers & Co	*177 25
C. W. Scofield	293 75
Burnett Forbes	242 50
Henry D. Stover	255 25

Class Q.

George Adams	$6,750 00
H. J. Collins	7,800 00
Oakman & Eldridge	6,000 00
Mullet & Bradbury	5,700 00
Tibeon Southard	5,880 00
C. W. Scofield	7,200 00
Burnett Forbes	5,100 00
Henry D. Stover	*4,950 00

Class R.

H. J. Collins	$2,890 00
Smith Brothers & Co	*2,307 25
C. W. Scofield	2,910 00
Burnett Forbes	2,055 75

Burnett Forbes rejected as nominal bid.

Class T.

H. J. Collins	$1,200 00
Oakman & Eldridge	*550 00
C. W. Scofield	1,800 00
Burnett Forbes	1,500 00

Class 36 X.

George Adams	$320 00
H. J. Collins	288 00
C. W. Scofield	230 60
Burnett Forbes	320 00
Banker & Carpenter	*200 00

Class 38 X.

George Adams	$585 00
H. J. Collins	510 00
C. W. Scofield	645 00
Burnett Forbes	497 00
Banker & Carpenter	*409 00

Class 39 X.

George Adams	$1,050 00
H. J. Collins	1,050 00
Oakman & Eldridge	1,000 00
C. W. Scofield	*995 00
Burnett Forbes	1,000 00
Banker & Carpenter	1,000 00

Class 44 X.

George Adams	$700 00
H. J. Collins	745 00
Oakman & Eldridge	750 00
Tibeon Southard	697 50
C. W. Scofield	787 50
Burnett Forbes	*687 50
Henry D. Stover	750 00

NEW YORK YARD.

Class A.

C. W. Scofield	*$21,612 17½

Class B.

George E. Townsend	*$2,187 50
C. W. Scofield	3,225 00
Henry D. Stover	3,170 00

Class C.

C. W. Scofield	$1,430 00
Henry D. Stover	*1,400 00

Class D.

C. W. Scofield	$400 00
Burnett Forbes	*289 00
Henry D. Stover	360 00

Class E.

John J. Bingham	$3,835 00
C. W. Scofield	6,450 00
Burnett Forbes	5,000 00
Henry D. Stover	*3,810 00

Class F.

C. W. Scofield	$1,920 25

Class K.

C. W. Scofield	$33 75
H. J. Collins & Co	80 00
Burnett Forbes	*30 00

Class Q.

C. W. Scofield	$6,000 00
H. J. Collins	6,500 00
Burnett Forbes	4,250 00
Henry D. Stover	*4,200 00

Class R.

Zeno Secor	$8,221 74
C. W. Scofield	8,794 05
H. J. Collins	*7,801 66

Class S.

Cornelius Bigelow	$46 30
H. J. Collins	596 00
Burnett Forbes	27 98
Wm. A. Wheeler	58 00

Class T.

H. J. Collins	$900 00
Watson & Pittinger	*540 00
James H Stark	$414 00
Burnett Forbes	720 00

Jas. H. Stark failed to execute contract, and same awarded to Watson & Pittinger.

Class V.

C. W. Scofield	*$1,630 25

Class 26 X.

C. W. Scofield	$797 50
Sam'l Mulliken & Co	630 00
Henry D. Stover	*575 00

Class 28 X.

C. W. Scofield	$654 00
Burnett Forbes	*435 00

Class 31 X.

C. W. Scofield	$7,108 50
H. J. Collins	6,692 50
Burnett Forbes	8,765 00
Henry D. Stover	*6,545 00

Class 33 X.

C. W. Scofield	$1,546 25
H. J. Collins	1,590 75
Henry D. Stover	*1,398 80

Class 36 X.

C. W. Scofield	$675 00
H. J. Collins	720 00
Henry D. Stover	*600 00

Class 37 X.

C. W. Scofield	*$40 00
H. J. Collins	48 00
Henry D. Stover	75 00

Class 38 X.

C. W. Scofield	$556 00
H. J. Collins	576 00
Henry D. Stover	*247 00

Class 39 X.

C. W. Scofield	*$990 00
H. J. Collins	1,030 00

Class 44 X.

C. W. Scofield	$1,340 00
H. J. Collins	1,360 00
Henry D. Stover	*1,315 00

PHILADELPHIA YARD.

Class A.

H. D. Stover	*$280 00
C. W. Scofield	394 00
C. M. Ghrisky	300 00
H. J. Collins	300 00

Class F.

Henry D. Stover	$320 50
C. W. Scofield	274 00
C. M. Ghrisky	*242 60
H. J. Collins	363 00

Class Q.

H. D. Stover	*$2,350 00
C. W. Scofield	2,400 00
C. M. Ghrisky	3,000 00
H. J. Collins	2,660 00

Class R.

H. D. Stover	$767 50
C. W. Scofield	644 75
C. M. Ghrisky	*640 00
H. J. Collins	784 00

WASHINGTON YARD.

Class A.

J. L. Savage	$17,900 00
Chas. E. & Jos. L. Pennock	*13,812 50
Ephraim Wheeler	15,350 00

Class C.

H. J. Collins & Co	$2,800 00
King & Burchell	2,240 00
Wm. A. Wheeler	2,660 00
H. D. Stover	*2,200 00

Class F.

J. L. Savage	$6,625 00
Ephraim Wheeler	*4,996 00

Class K.

J. L. Savage	$2,636 00
Ephraim Wheeler	*1,706 00

Class L.

J. L. Savage	$2,662 60
Philip B. Grove and Jacob H. Armbruster	1,578 90
Ephraim Wheeler	1,646 00
H. D. Stover	*1,891 60

Philip B. Grove and J. H. Armbruster failed to execute contract, and same offered to E. Wheeler, who declined, and awarded to H. D. Stover.

Class M.

J. L. Savage	*$2,973 00
Ephraim Wheeler	2,978 00

Class O.

H. J. Collins & Co	$670 00
J. L. Savage	669 00
Ephraim Wheeler	568 00
Wm. Porter & Sons	*454 00

Class Q.

H. J. Collins	$11,000 00
J. L. Savage	12,400 00
Wm. A. Wheeler	9,840 00
H. D. Stover	*9,760 00

Class R.

H. J. Collins	$9,957 00
J. L. Savage	*8,954 00

Class S.

Franklin Philp & A. L. Solomons	$664 59
Blanchard & Mohun	621 00
Wm. A. Wheeler	*503 50

Class T.

H. D. Stover	*$1,600 00

Thrown out as too high.

Class 26 X.

H. J. Collins	$920 00
J. L. Savage	*910 00

Schedule of materials required at the several navy yards for 1863.

Joseph L. Savage. Date of contract, April 7, 1863.

Kittery.—Class A, boiler iron and rivets.

15,000 pounds best charcoal flange iron, as required	$0 10¼	per pound.
500 pounds assorted angle iron	08	per pound.
15,000 pounds boiler iron, as required	16	per pound.
2,000 pounds boiler rivets, ¼ inch and over	12½	per pound.

To be delivered as required.

John H. Bailey, Portsmouth, N. H. Date of contract, March 28, 1863.

Kittery.—Class E, gum packing.

150 pounds gum packing, pure	$1 00	per pound.
500 pounds rubber packing, assorted	70	per pound.

To be delivered as required.

J. L. SAVAGE. Date of contract, April 7, 1863.

KITTERY.—Class F, miscellaneous tools for engineers.

2,000 pounds cotton wiping waste	$0	80	per pound.
3 anvils, about 200 pounds	50	00	each.
18 chopping axes, handled	3	00	each.
12 small axes, handled	1	50	each.
6 calipers	2	00	each.
6 dividers	2	00	each.
4 grindstones, mounted, about 150 pounds	30	00	each.
6 hydraulic jacks	290	00	each.
4 scale beams	50	00	each.
12 sieves	5	00	each.
50 scoop shovels	2	00	each.
6 steel squares	2	00	each.
6 iron squares	1	50	each.
4 dozen Coe's monkey wrenches, assorted	150	00	each.

To be delivered as required.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1863.

KITTERY.—Class R, ship chandlery for stores and equipments.

50 pounds ground quartz	$0	04	per pound.
6 barrels fire-clay	3	00	per barrel.
100 pounds emery, assorted		14	per pound.
40 thermometers for salinometers	1	50	each.
40 hydrometers	1	75	each.
1,500 pounds hemp packing		23	per pound.

To be delivered as required.

MULLET & BRADBURY, Charlestown, Massachusetts. Date of contract, April 9, 1863.

CHARLESTOWN.—Class C, lard oil, &c.

1,000 gallons lard oil, for lubricating	$1	05	per gallon.
25 gallons neat's-foot oil		06	per gallon.
25 gallons sweet oil		06	per gallon.

To be delivered as required.

OAKMAN & ELDRIDGE, Charlestown. Date of contract, March 30, 1863.

CHARLESTOWN.—Class D, boiler felting.

2,000 square yards boiler felting, as per sample	$0	95	per square yard.

To be delivered as required.

BURNETT FORBES, New York. Date of contract, April 2, 1863.

CHARLESTOWN.—Class E, gum packing.

1,000 pounds gum packing	$0	73	per pound.
1,000 pounds rubber gaskets, per patterns	1	00	per pound.
2,000 feet rubber hose, from ½ inch to 2½ inches in diameter		90	per foot.

To be delivered as required.

SMITH BROS & Co., Boston. Date of contract, March 30, 1863.

CHARLESTOWN.—Class F, miscellaneous tools for engineers.

50 steel coal-shovels	$0 92	each.
50 steel shovels	92	each.
10 screw plates and taps, large size	5 00	each.
10 screw plates and taps, small size	1 50	each.
25 screw wrenches	81	each.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

CHARLESTOWN.—Class Q, sperm oil.

3,000 gallons winter-strained sperm oil	$1 65	per gallon.

To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, April 27, 1863.

CHARLESTOWN.—Class R, ship chandlery for stores and equipments.

1,000 pounds pressed iron nuts	$0 10	per pound.
200 pounds cotton packing	60	per pound.
200 pounds emery, assorted	08	per pound.
20 reams emery cloth	20 50	per ream.
20 hydrometers	1 50	each.
300 pounds mercury, in flasks	75	each.
25 thermometers	1 50	each.
25 thermometers for salinometers	1 75	each.
3,000 pounds cotton waste	40	per pound.
50 flue brushes, per sample	1 50	each.
50 steel wire flue brushes, assorted, equal to F. McLaughlin's	1 00	each.

To be delivered as required.

OAKMAN & ELDRIDGE, Charlestown. Date of contract, March 30, 1863.

CHARLESTOWN.—Class T, firewood.

100 cords pine wood	$5 50	per cord.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 28, 1863.

CHARLESTOWN.—Class 36 X, white lead.

2,000 pounds pure white lead, in oil	$0 10	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 28, 1863.

CHARLESTOWN.—Class No. 38 X, colored paints.

2,000 pounds red lead, dry	$0 11	per pound.
2,000 pounds black paint	08	per pound.
200 pounds green paint	10	per pound.
150 pounds chrome green	06	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

CHARLESTOWN.—Class No. 39 X, boiled oil.

500 gallons boiled linseed oil	$1 99	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

CHARLESTOWN.—Class No. 44 X, tallow.

5,000 pounds pure beef tallow	$0 13¾	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

BROOKLYN.—Class A. boiler iron, tubes, &c.

100 sheets boiler plate, 8 feet long, 3 feet wide, 5/16 inch thick, C. H. No. 1		
100 sheets boiler plate, 8 feet long, 3 feet wide, ¼ inch thick, C. H. No. 1		
100 sheets boiler iron, 8 feet long, 3 feet wide, 3/16 inch thick, C. H. No. 1		
100 sheets boiler iron, 8 feet long, 3 feet wide, ⅛ inch thick, C. H. No. 1		
100 sheets boiler iron, 8 feet long, 3 feet wide, No. 10, C. H. No. 1		
50 sheets boiler iron, 8 feet long, 3 feet wide, No. 12, C. H. No. 1		
50 sheets boiler iron, 8 feet long, 3 feet wide, No. 14, C. H. No. 1		
50 sheets boiler iron, 8 feet long, 3 feet wide, No. 16, C. H. No. 1		
50 sheets boiler iron, 8 feet long, 3 feet wide, No. 18, C. H. No. 1		
(Estimated weight of the above iron, 115,210 pounds)	$0 11¾	per pound.
1,000 pounds grooved band iron	07	per pound.
2,000 feet lap-welded iron boiler tubes, from 1¾ to 4 inches diameter	3 80	per foot.
300 pounds drawn brass tubes, from ⅜ to 3 inch diameter	50	per pound.
25 sheets Russia iron, 300 pounds	25	per pound.
1,500 pounds angle iron, assorted	06	per pound.
1,500 pounds T iron, assorted	06	per pound.

To be delivered as required.

G. E. TOWNSEND, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class B, pig iron.

25 tons No. 1 best charcoal pig iron	$65 00	per ton.
15 tons No. 1 best anthracite pig iron	37 50	per ton.

(The ton to be of 2,240 pounds.)

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class C, lard oil.

1,000 gallons pure lard oil, for lubricating	$1 40	per gallon.

To be delivered as required.

BURNET FORBES, New York. Date of contract, April 2, 1863.

BROOKLYN.—Class D, boiler felting.

200 square yards boiler felting, such as may be required	$1 44½	per square yard.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class E, gum packing, grommets, &c.

1,000 pounds round rubber packing, (duck outside)	$1 00	per pound.
1,000 pounds pure vulcanized rubber valves, per pattern	1 00	per pound.
1,000 rubber grommets, for condenser tubes	1 00	per hundred.
1,000 pounds rubber gaskets, per pattern	1 00	per pound.
500 pounds pure gum, square and rectangular, in strips, as required	1 60	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

BROOKLYN.—Class F, miscellaneous tools for engineers.

2 bellows for forges, 20 to 30 inches	$42 00	each.
5 engine-room clocks	5 00	each.
8 tinman's shears	4 00	each.
2 dozen 16-inch bastard files	11 00	per dozen.
6 dozen 14-inch bastard files	9 50	per dozen.
6 dozen 12-inch bastard files	6 00	per dozen.
3 dozen 10-inch bastard files	5 00	per dozen.
2 dozen 8-inch bastard files	3 50	per dozen.
2 dozen 16-inch half-round bastard files	12 00	per dozen.
6 dozen 14-inch half-round bastard files	9 50	per dozen.
6 dozen 12-inch half-round bastard files	7 00	per dozen.
3 dozen 8-inch half-round bastard files	4 00	per dozen.
2 dozen 16-inch smooth files	13 50	per dozen.
6 dozen 14-inch smooth files	10 50	per dozen.
6 dozen 12-inch smooth files	7 50	per dozen.
4 dozen 10-inch smooth files	6 00	per dozen.
2 dozen 16-inch half-round smooth files	13 50	per dozen.
6 dozen 14-inch half-round smooth files	10 50	per dozen.
6 dozen 12-inch half-round smooth files	8 00	per dozen.
4 dozen 10-inch half round smooth files	5 00	per dozen.
10 dozen round files, assorted	6 00	per dozen.
10 dozen saw files, assorted	2 50	per dozen.
2 oil pumps	110 00	each.
150 steel scoop shovels	1 20	each.

24 brass padlocks	$1	00	each.
8 cutting plyers		75	each.
6 bell plyers		50	each.
24 boxwood rules, 4 fold, standard		75	each.
2 chests carpenters' tools, complete	1	50	per chest.
50 screw wrenches, assorted, from 8 to 18 inches	4	00	each.
18 pipe wrenches, assorted	1	87½	each.
10 pipe tongs, assorted	2	00	each.
30 flue brushes, 2 to 14 inches diameter	3	35	each.

To be delivered as required.

BURNET FORBES, New York. Date of contract, April 2, 1863.

BROOKLYN.—Class K, leather.

10 sides lacing leather	$3	00	per side.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class Q, sperm oil.

2,500 gallons best winter-strained oil	$1	68	per gallon.

To be delivered as required.

H. J. COLLINS, New York. Date of contract, March 28, 1863.

BROOKLYN.—Class R, ship chandlery for stores and equipments.

10 pounds sal ammoniac	$0	10	per pound.
100 gallons alcohol, best quality, 95 per cent. proof	1	00	per gallon.
25 gutta percha squirt cans		10	each.
300 Bristol bricks		03	each.
150 coal-baskets	2	00	each.
10 spring balances, to weigh 25 pounds by ounces		10	each.
800 pounds Italian hemp packing		40	per pound.
100 pounds ground glass		10	per pound.
150 sail-needles		03	per dozen.
200 feet double leather belting, riveted, 3 to 8	2	00	per foot.
200 feet single leather belting, riveted, 3 to 6	1	80	per foot.
100 bushels wood charcoal		30	per bushel.
50 brass squirt cans	1	00	each.
36 dozen corn brooms	3	00	per dozen.
25 dozen hickory brooms	3	00	per dozen.
12 wheelbarrows	2	00	each.
6 putty-knives		10	each.
50 pounds chalk		01	per pound.
100 flax fishing lines, 240 feet each		50	each.
3 oilstones		10	each.
6 sixty-second glasses	1	00	each.
30 pairs lamp scissors		25	per pair.
500 pounds mercury, in flasks		80	per pound.
500 pounds iron chain, straight, $\frac{1}{8}$ to $\frac{7}{8}$ inch diameter		10	per pound.
150 pounds anti-attrition metal		75	per pound.
30 pounds borax		20	per pound.
150 pounds pure sperm candles		40	per pound.
300 pounds cotton packing		60	per pound.

200	glasses for water-gauges, assorted	$0 70	each.
100	pounds black lead, pulverized	10	per pound.
50	pounds resin	10	per pound.
100	pounds emery, assorted	10	per pound.
30	reams emery cloth	40 00	per ream.
2,000	pounds best cotton waste wiping stuff	35	per pound.
100	pounds pulverized sulphur	06	per pound.
50	pounds rotten-stone	06	per pound.
500	pounds potash, in 10-pound tin jars	10	per pound.
500	pounds soapstone, pulverized	06	per pound.
20	barrels lime	1 00	per barrel.
500	pounds oatmeal	05	per pound.
6	wooden hay-rakes	01	each.
4	barrels sour flour	3 00	per barrel.
12	barrels soft-soap	2 00	per barrel.
6	two-bushel baskets	10	each.
500	pounds worsted yarn for wicks	50	per pound.
100	pounds lampwick yarn	1 00	per pound.
20	pounds sewing twine	10	per pound.
50	gallons neat's-foot oil	1 00	per gallon.
10,000	copper tacks, $\frac{5}{8}$ to $\frac{7}{8}$ inch	1 00	per M.
2	barrels Stockholm tar	16 00	per barrel.
4	test hydrometers	2 00	each.
50	saline hydrometers	2 00	each.
50	thermometers for salinometers, per pattern	2 00	each.
10	Long's salinometer cases	1 00	each.
60	thermometers for engine-rooms	1 00	each.
1	steam-pump, No. 1, such as may be required	200 00	each.
2	steam-pumps, No. 2, such as may be required	250 00	each.
4	steam-pumps, No. 3, such as may be required	325 00	each.
1	steam-pump, No. 5, to discharge 120 gallons per minute	400 00	each.
4	indicators, high and low pressure, as may be required	25 00	each.
75	pounds brass wire, assorted	30	per pound.
25	pounds steel wire, assorted	10	per pound.
100	pounds copper wire, assorted	50	per pound.
6	belt awls and punches	10	each.
300	pounds Martin's packing, such as may be required	1 00	per pound.

BURNET FORBES, New York. Date of contract, April 2, 1863.

BROOKLYN.—Class S, stationery.

100	memorandum books	$0 01	each.
6	dozen penholders, to suit pens	01	per dozen.
2	sets paper scales, 12 pieces each	01	per set.
20	bottles mucilage	01	per bottle.
1	ream indicator paper, cut to pattern	01	per quire.
2,000	official envelopes	8 00	per M.
2,000	letter envelopes	5 00	per M.
50	sheets tracing paper	01	per sheet.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 36 X, white lead.

5,000	pounds pure white lead, in oil, in 25-pound kegs	$0 12	per pound.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

BROOKLYN.—Class No. 37 X, zinc paint.

500 pounds brown zinc paint, in oil, in 25-pound kegs	$0 08	per pound.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 38 X, colored paints, dryers, &c.

3,000 pounds red lead, dry	$0 07	per pound.
200 pounds patent dryer	08	per pound.
100 pounds gum shellac	21	per pound.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

BROOKLYN.—Class No. 39 X, linseed oil, turpentine.

300 gallons boiled oil	$2 10	per gallon.
100 gallons spirits turpentine	3 60	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 44 X, metallic oil, tallow, soap.

5,000 pounds pure beef tallow	$0 14	per pound.
500 pounds best hard brown soap	07	per pound.
500 pounds best salt-water soap	08	per pound.
300 gallons metallic oil, such as may be required	1 80	per gallon.

To be delivered as required.

WATSON & PITTINGER, New York. Date of contract, May 15, 1863.

BROOKLYN.—Class T, firewood.

60 cords pine wood	$9 00	per cord.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, March 31, 1863.

BROOKLYN.—Class V, wrought-iron pipe valves, &c.

100 feet $\frac{1}{4}$-inch wrought-iron pipe	$0 12	per foot.
100 feet $\frac{1}{2}$-inch wrought-iron pipe	14	per foot.
200 feet $\frac{3}{4}$-inch wrought-iron pipe	16	per foot.
500 feet 1-inch wrought-iron pipe	18	per foot.
300 feet $1\frac{1}{4}$-inch wrought-iron pipe	25	per foot.
200 feet $1\frac{1}{2}$-inch wrought-iron pipe	28	per foot.
200 feet 2-inch wrought-iron pipe	40	per foot.
100 feet 3-inch wrought-iron pipe	1 20	per foot.
100 feet $\frac{3}{8}$-inch wrought-iron pipe	12	per foot.
5 globe valves, $\frac{1}{2}$-inch, with or without flanges	1 25	each.
6 globe valves, $\frac{3}{4}$-inch, with or without flanges	1 75	each.
10 globe valves, 1-inch, with or without flanges	2 50	each.
10 globe valves, $1\frac{1}{4}$-inch, with or without flanges	4 00	each.
5 globe valves, $1\frac{1}{2}$-inch, with or without flanges	5 00	each.
10 globe valves, 2-inch, with or without flanges	20 00	each.
5 globe valves, $2\frac{1}{2}$-inch, with or without flanges	25 00	each.

4 globe valves, 3-inch, with or without flanges	$45	00	each.
200 elbows, from $\frac{3}{8}$-inch to 3-inch, assorted		75	each.
30 tees, from $\frac{3}{8}$-inch to 3-inch, assorted		75	each.
50 unions, from $\frac{3}{8}$-inch to 3-inch, assorted	1	50	each.
50 nipples, from $\frac{3}{8}$-inch to 3-inch, assorted		50	each.
50 couplings, from $\frac{3}{8}$-inch to 3-inch, assorted		10	each.
10 crosses, assorted		50	each.
50 cast-iron flanges, extra assorted	4	50	each.
50 reducers, assorted		40	each.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 26 X, steel.

2,000 pounds extra cast steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches square	$0	20	per pound.
500 pounds spring steel, such as may be required		15	per pound.
500 pounds extra flat steel, from $\frac{1}{8}$ to 2 inches thick, from 1 to 4 inches wide		20	per pound.

To be delivered as required.

BURNET FORBES, New York. Date of contract, April 2, 1863.

BROOKLYN.—Class No. 28 X, iron nails, bolts, and nuts.

1,000 pounds iron cut nails, 4*d* to 12*d*	$0	10	per pound.
150 pounds iron cut finishing nails, assorted		10	per pound.
3,200 pounds bolts and nuts, assorted, $\frac{3}{8}$ to $\frac{1}{4}$ inch diameter, and from $1\frac{1}{2}$ to 4 inches long; thread to be cut		10	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 31 X, tin, copper, &c.

3,000 pounds Banca tin	$0	70	per pound.
150 pounds spelter solder		30	per pound.
2,500 pounds Silesian spelter		10	per pound.
10,000 pounds ingot copper		40	per pound.
200 pounds bolt copper from $\frac{1}{4}$ to $1\frac{1}{4}$ inches diameter		75	per pound.

To be delivered as required.

H. D. STOVER. Date of contract, March 30, 1863.

BROOKLYN.—Class No. 33 X, hardware.

6 dozen lamp hooks, brass	$8	25	per dozen.
6 patent mouth pieces	4	05	each.
250 feet wire rope, from $\frac{1}{4}$ to $\frac{7}{8}$-inch		95	per foot.
200 pounds sheet-iron rivets, assorted		20	per pound.
25 pounds copper rivets, assorted		50	per pound.
150 gross brass screws, gimlet points, $\frac{3}{8}$ to 4-inch	4	00	per gross.
2 gongs, 16 inches diameter, cranks and fixtures complete		20	each.
36 scroll saws, $\frac{1}{4}$ to $\frac{3}{4}$-inch	1	25	each.
200 gross iron screws, gimlet points, $\frac{3}{8}$ to 4 inches	1	75	per gross.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

PHILADELPHIA.—Class A, boiler iron.

2,000 pounds boiler iron, best charcoal, from $\frac{1}{8}$ to $\frac{1}{2}$ thick, width and length as required	$0 14	per pound.

To be delivered as required.

C. M. GHRISKY, Philadelphia. Date of contract, March 30, 1863.

PHILADELPHIA.—Class F, miscellaneous tools for engineers.

50 steel coal shovels	$1 25	each.
50 files, assorted	75	each.
4 anvils	12 00	each.
3 grindstones, mounted	8 00	each.
4 pawl wrenches	7 00	each.
12 screw wrenches	80	each.
3 sets stocks and dies	5 00	each.
3 pairs tinman's shears	6 00	per pair.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

PHILADELPHIA.—Class Q, sperm oil.

1,000 gallons best sperm oil	$2 35	per gallon.

To be delivered as required.

C. M. GHRISKY, Philadelphia. Date of contract, March 30, 1863.

PHILADELPHIA.—Class R, ship chandlery for stores and equipments.

50 hydrometers	$1 25	each.
50 thermometers, for salinometers	1 25	each.
50 lamp chimneys	10	each.
50 corn brooms	20	each.
25 hickory brooms	15	each.
5 gross lampwick, circular	1 25	per gross.
50 pounds lampwick	1 00	per pound.
100 pounds mercury	90	per pound.
10 reams emery cloth	35 00	per ream.

To be delivered as required.

JOS. L. SAVAGE, Washington, D. C. Date of contract, April 7, 1863.

WASHINGTON.—Class 26 X, steel.

1,000 pounds cast steel, $\frac{1}{2}$ to 1 inch square	$0 36	per pound.
1,000 pounds cast steel, $\frac{1}{2}$ to 1 inch round	30	per pound.
1,000 pounds shear steel, $\frac{1}{2}$ inch thick, and from 1 to 3 inches wide	25	per pound.

To be delivered as required.

C. E. PENNOCK & Co., Coatesville, Pa. Date of contract, March 31, 1863.

WASHINGTON.—Class A, boiler iron and rivets.

170,000 pounds boiler plate iron, $\frac{1}{16}$ to $\frac{1}{2}$ inch thick, 24 to 76 inches wide, and from 4 to 14 feet long, as ordered	$0 07$\frac{3}{4}$	per pound.
7,500 pounds rivets, $1\frac{1}{2}$ to $1\frac{3}{4}$ inch long, and from $\frac{1}{2}$ to $\frac{5}{8}$ inch in diameter	08$\frac{1}{2}$	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

WASHINGTON.—Class C, lard oil.

2,000 gallons best quality lard oil for lubricating.... $1 10 per gallon.
To be delivered as required.

E. WHEELER, Washington. Date of contract, March 27, 1863.

WASHINGTON.—Class F, miscellaneous engineers' tools.

24 Ashcroft's steam-gauges, assorted sizes.....	$25 00	each.
24 Ashcroft's vacuum-gauges, assorted sizes.....	25 00	each.
12 ratchets, best quality,.....	9 00	each.
6 large patent ratchet-wrenches.....	12 00	each.
24 9-inch screw-wrenches.....	1 00	each.
24 12-inch screw-wrenches.....	1 25	each.
24 15-inch screw-wrenches.....	2 00	each.
24 18-inch screw-wrenches.....	2 50	each.
24 24-inch screw-wrenches.....	3 00	each.
6 engine-room gongs, as per sample.....	4 00	each.
6 metallic tape-lines, assorted lengths.....	3 00	each.
4 ten (10) ton hydraulic jacks.....	110 00	each.
2 ten (10) ton hydraulic jacks, suspending.....	100 00	each.
4 anvils, assorted sizes.....	15 00	each.
24 medium-sized grindstones, fitted up complete, ready for use.....	5 00	each.
24 steel try-squares, 4 to 8-inch blades, for machinists' use.....	75	each.
36 hand-vices, assorted sizes, steel-faced.....	75	each.
36 bench-vices, assorted sizes, steel-faced	3 00	each.
24 wire gauges.....	1 00	each.
36 hack saws, framed with iron.....	1 25	each.
72 hack-saw blades.....	25	each.
24 pliers, assorted sizes.....	50	each.
24 pliers, assorted sizes, round-nosed.....	50	each.
24 boiler makers' riveting hammers, steel.....	1 50	each.
12 chipping and ball riveting hammers, steel	2 00	each.
36 marine clocks.	4 00	each.
12 tack-hammers, steel.....	25	each.
24 tinners' shears, steel	2 75	each.
60 lamp scissors, steel.....	50	each.
8 sets of stocks, taps, and dies, complete.....	6 00	each.
6 dozen spring calipers, assorted sizes.....	10 00	per dozen.
6 dozen spring dividers, assorted sizes.....	7 50	per dozen.
3 dozen calipers, with slide and thumb screw	10 00	per dozen.
3 dozen dividers, with slide and thumb screw.....	10 00	per dozen.
(To be "Bemis's" or equal best cast steel.)		
12 fiddle drills, bows and all complete	1 50	each.
12 skeins large catgut, for drill bows	20	each.
48 dozen gutta percha oil cans, squirt	5 00	per dozen.
54 dozen copper oil cans, squirt.....	6 00	per dozen.
3 dozen Turkey oilstones	6 00	per dozen.
4 dozen boxwood rules, 4 fold, 1 foot	2 50	per dozen.
3 dozen boxwood rules, 4 fold, 2 feet, brass-bound,	12 00	per dozen.
4 dozen scoop-shovels, steel	15 00	per dozen.
3 dozen No. 3 shovels, steel, flat.....	15 00	per dozen.

3 dozen sail-knives	$3 00	per dozen.
3 dozen shoe-knives	1 00	per dozen.
2 dozen double log-slates, large size	7 50	per dozen.
1 dozen single log-slates	5 00	per dozen.
3 dozen quart tallow-kettles, copper	30 00	per dozen.
50 pounds brass solder	75	per pound.
25 pounds copper hose rivets and burrs	60	per pound.
12 pocket spring measuring tapes, assorted lengths, 5 to 20 feet	1 00	each.
6 dozen 6-inch flat bastard files	2 20	per dozen.
6 dozen 8-inch flat bastard files	3 20	per dozen.
6 dozen 10-inch flat bastard files	4 80	per dozen.
6 dozen 12-inch flat bastard files	6 60	per dozen.
6 dozen 14-inch flat bastard files	9 20	per dozen.
6 dozen 6-inch half-round bastard files	2 40	per dozen.
6 dozen 8-inch half-round bastard files	3 40	per dozen.
6 dozen 10-inch half-round bastard files	5 00	per dozen.
6 dozen 12-inch half-round bastard files	7 40	per dozen.
6 dozen 14-inch half-round bastard files	10 40	per dozen.
2 dozen 4-inch round files	1 65	per dozen.
2 dozen 6-inch round files	2 40	per dozen.
2 dozen 8-inch round files	3 40	per dozen.
2 dozen 10-inch round files	5 00	per dozen.
2 dozen 12-inch round files	7 40	per dozen.
2 dozen 14-inch round files	10 40	per dozen.
2 dozen 16-inch round files	15 20	per dozen.
2 dozen 8-inch square files	3 20	per dozen.
2 dozen 10-inch square files	4 80	per dozen.
2 dozen 12-inch square files	7 40	per dozen.
2 dozen 14-inch square files	10 40	per dozen.
3 dozen fine or smooth, half-round and flat, 8-inch files, "Stubbs's"	6 00	per dozen.
3 dozen fine or smooth, half-round and flat, 10-inch files, "Stubbs's"	10 00	per dozen.
3 dozen fine or smooth, half-round and flat, 12-inch files, "Stubbs's"	15 00	per dozen.
6 dozen fine or smooth, half-round and flat, 14-inch files, "Stubbs's"	20 00	per dozen.
2 dozen half-round wood-rasps, 16-inch	15 00	per dozen.
10 dozen handsaw files, 4-inch	1 50	per dozen.

To be delivered as required.

E. Wheeler, Washington. Date of contract, March 27, 1863.

Washington.—Class K, leather.

1,000 pounds best quality belt leather	$0 50	per pound.
1,500 pounds best quality hose leather, sides to weigh 16 to 20 pounds	50	per pound.
20 sides bellows leather, 5 to 10 pounds each, say 160 pounds	60	per pound.
20 sides pump leather, say 600 pounds, sides to weigh not less than 28 pounds	50	per pound.
20 sides lacing leather	3 00	each.

To be delivered as required.

H. D. STOVER, New York. Date of contract, April 13, 1863.

WASHINGTON.—Class L, hose.

500 feet 1-inch gum leading hose	$0 35	per foot.
500 feet 1¼-inch gum leading hose	40	per foot.
500 feet 1½-inch gum leading hose	45	per foot.
500 feet 1¾-inch gum leading hose	54	per foot.
500 feet 2-inch gum leading hose	72	per foot.
500 feet 2¼ inch gum leading hose	81	per foot.
30 feet 1½-inch gum suction hose	1 20	per foot.
30 feet 1¾-inch gum suction hose	1 50	per foot.
30 feet 2-inch gum suction hose	1 60	per foot.
30 feet 2¼-inch gum suction hose	2 00	per foot.
30 feet 2½-inch gum suction hose	2 00	per foot.
12 brass hose, two to fit each size of leading hose	50	each.
12 couplings, to fit same	30	per pound.
10 couplings, two pairs to fit each size of suction hose	30	per pound.

To be delivered as required.

J. L. SAVAGE, Washington. Date of contract, April 7, 1863.

WASHINGTON.—Class M, brushes, brooms, &c.

24 dozen flue brushes, 1½ to 9 inches diameter	$25 00	per dozen.
12 dozen flue brushes, 10 to 16 inches diameter	100 00	per dozen.
5 dozen ten (10) knot whitewash brushes	12 00	per dozen.
1 dozen hand dusting brushes	6 00	per dozen.
8 dozen 000000 paint brushes	25 00	per dozen.
1 dozen No. 6 sash tool brushes	3 00	per dozen.
1 dozen No. 8 sash tool brushes	4 00	per dozen.
100 dozen corn brooms	6 00	per dozen.
50 dozen hickory brooms	6 00	per dozen.

To be delivered as required.

WM. PORTER & SONS, New York. Date of contract, March 28, 1863.

WASHINGTON.—Class O, lanterns.

12 large, double-thick glass globe lanterns, not less than 12 inches in diameter, with lamps and guards complete, per sample	$8 00	each.
60 globe lanterns, with guards and lamps complete, per sample	2 50	each.
60 globe lanterns, with guards and lamps complete, 2d size, per sample	2 50	each.
10 dozen hand lamps, per sample	5 00	per dozen.
(All the foregoing lamps and lanterns to have guards and frames of brass.)		
2 dozen glass globes for lamps	3 00	per dozen.
2 dozen lamp chimneys, for solar and coal-oil lamps, assorted	1 00	per dozen.

To be delivered as required.

H. D. STOVER, New York. Date of contract, March 30, 1863.

WASHINGTON.—Class Q, sperm oil.

4,000 gallons winter-strained sperm oil	$2 44	per gallon.

To be delivered as required.

J. L. SAVAGE, Washington. Date of contract, April 7, 1863.

WASHINGTON.—Class R, ship chandlery for stores, &c.

12 dozen thermometers for salinometer vats	$15	00	per dozen.
12 dozen thermometers in brass cases	18	00	per dozen.
12 dozen hydrometers, as per sample	15	00	per dozen.
12 salinometer pots, with thermometers and hydrometers attached, all complete	100	00	each.
12 60″ sound glasses	1	00	each.
12 30″ sound glasses	1	00	each.
100 pounds flour sulphur		10	per pound.
100 pounds rottenstone, pulverized		10	per pound.
200 pounds plumbago, pulverized		12	per pound.
100 pounds soapstone, pulverized		10	per pound.
50 pounds fine ground glass		10	per pound.
150 pounds emery, assorted		10	per pound.
50 pounds emery flour		10	per pound.
50 pounds sal ammoniac		10	per pound.
500 pounds lampwick yarn	1	20	per pound.
50 reams emery cloth, assorted, fine and coarse	40	00	per ream.
2 gross Tripoli powders	12	00	per gross.
10 gross lampwick yarn, wove round and flat	6	50	per gross.
5,000 pounds cotton-waste, in balls of 50, 75, and 100 pounds each, for wiping purposes		40	per pound.
5,000 pounds best quality long thread oakum, for wiping purposes		10	per pound.
1,000 pounds cotton packing-yarn, in 30-pound packages	1	60	per pound.
2,000 pounds hemp packing-yarn, in 25, 50, and 100-pound packages		20	per pound.
2,000 pounds oat meal, in barrels, best quality		16	per pound.
10 barrels fire-clay	4	00	per barrel.
200 coal baskets	1	60	each.
24 dozen glass water-gauge tubes, from ½ to 1 inch diameter, and from 14 to 20 inches long	6	00	per dozen.
1,000 pounds iron bell-wire, assorted		25	per pound.
500 pounds brass bell-wire, assorted		75	per pound.
100 pounds copper bell-wire, assorted		80	per pound.
100 pounds steel wire	1	50	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, March 30, 1863.

WASHINGTON.—Class S, stationery.

1,000 straw and yellow letter envelopes, assorted	$3	00	per M.
1,000 white letter envelopes, assorted	5	00	per M.
1,000 white note envelopes, assorted	4	00	per M.
1,000 white official envelopes, assorted	15	00	per M.
1,000 straw and yellow official envelopes, assorted	5	00	per M.
1 dozen ivory paper-folders	6	00	per dozen.
1 dozen erasers	5	00	per dozen.
2 dozen pieces India-rubber, not less than 1 by 1½ inch	2	00	per dozen.
10 dozen bottles black ink, 1 pint each	1	00	per dozen.
10 dozen bottles black ink, ½ pint each	2	50	per dozen.

2 dozen bottles red ink, ½ pint each	$1 00	per dozen.
3 dozen bottles red ink, small, "David's" best carmine	2 50	per dozen.
2 dozen hydrometer inkstands	7 50	per dozen.
1 dozen best quality Congress, or equal, four (4) bladed knives	9 00	per dozen.
50 gross boxes steel pens, Perry & Co.'s, London, or equal	1 50	per gross.
1 gross penholders, gutta percha	05	per gross.
2 reams envelope paper, yellow	7 50	per ream.
1 ream log paper	1 00	per ream.
10 reams regulation ruled cap paper	1 00	per ream.
1 ream fine-ruled cap paper	7 50	per ream.
10 reams best quality ruled cap paper	3 00	per ream.
10 reams best quality ruled letter paper	5 00	per ream.
5 reams best quality ruled note paper	4 50	per ream.
100 sheets double elephant drawing paper	3 00	per sheet.
3 rolls of best quality tracing-cloth, each 24 yards long by 1 yard wide	1 00	per yard.
1 ream of patent blotting paper, blue	10 00	per ream.
20 dozen "Faber's" black-lead pencils, Nos. 1, 2, 3, and 4	50	per dozen.
2 dozen "Faber's" carmine and blue pencils	2 00	per dozen.
2 dozen mucilage, large bottles	1 00	per dozen.
2 dozen mucilage, small bottles	3 00	per dozen.
2 dozen flat gutta percha rulers	5 00	per dozen.
6 dozen drawing tacks, steel, blued	1 50	per dozen.

To be delivered as required.

Scale of bids for materials for the navy under Bureau of Steam Engineering, under advertisement of May 23, 1863, for the navy yard at—

KITIERY, MAINE.

Class 1.

Spalding & Parrott	$6,670 00
Lockwood & Collins	10,580 00
John P. Lyman	*5,527 50
Matthias Ellis	6,050 00
Smith Bro's & Co	5,805 50
Henry D. Stover	6,860 00
William A. Wheeler	8,180 00

Class 2.

John P. Lyman	$3,040 00
Matthias Ellis	3,030 00
Smith Bro's & Co	*2,750 00
Henry D Stover	4,050 00
William A. Wheeler	2,850 00

Class 3.

John H. Bailey	*$345 00
Henry W. Miller	540 00 720 00 810 00
George A. Adams	550 00
Benjamin Y. Pippey	800 00
Henry D. Stover	625 00
William A. Wheeler	1,000 00

The bid of H. W. Miller referred to the department and rejected as informal.

Class 4.

John H. Bailey	$2,769 00
Lockwood & Collins	4,050 00
John P. Lyman	3,377 00
Matthias Ellis	3,244 00
Benjamin Y. Pippery	3,192 00
Smith Bro's & Co	*2,751 00
Henry W. Burr	3,147 50
Henry D. Stover	2,890 00
William A. Wheeler	3,870 00

Class 5.

Lockwood & Collins	$8,920 00
Southard, Herbert & Co	6,960 00
Rufus K. Oxford	8,800 00
George Adams	8,800 00
Matthias Ellis	8,960 00
Sylvanus Thomas	9,200 00
Henry D. Stover	*6,000 00
William A. Wheeler	8,800 00

Class 6.

John H. Bailey	$1,593 00
Lockwood & Collins	1,500 00
Rufus K. Oxford	1,590 00
George Adams	1,605 00
Joseph M Strong	1,620 00
Banker & Carpenter	*1,461 00
Henry D. Stover	1,530 00
William A. Wheeler	1,860 00

Class 7.

Elbridge G. Alden & Co	$2,180 00
Bartlett & Osgood	2,200 00
Lockwood & Collins	2,080 00
Southard, Herbert & Co	1,880 00
Rufus K. Oxford	2,200 00
George Adams	2,200 00
Banker & Carpenter	1,980 00
Henry D. Stover	*1,700 00
William A. Wheeler	2,500 00

Class 8.

Lockwood & Collins	$3,700 00
Southard, Herbert & Co	*2,500 00
James M. Earle	2,560 00
Henry D. Stover	2,500 00
William A. Wheeler	2,700 00
C. B. De la Vergne	2,600 00

Awarded by lot to Southard, Herbert & Co.

Class 9.

Lockwood & Collins	$413 00
Southard, Herbert & Co	382 50
Rufus K Oxford	405 00
George Adams	392 50
Smith Bro's & Co	425 00
Henry D. Stover	*345 00
William A. Wheeler	505 00

Class 10.

John H. Bailey	$3,973 00
Lockwood & Collins	5,600 00
Smith Bro's & Co	*3,864 79
William A. Wheeler	5,088 40
Henry D. Stover	5,348 00

Class 11.

John H. Bailey	$3,454 00
Lockwood & Collins	4,196 00
Smith Bro's & Co	*2,979 02
William A. Wheeler	4,069 00

Class 12.

George Adams	$198 00
H. D. Stover	*150 00
William A. Wheeler	270 00

Class 14.

John H. Bailey	$859 00
F. G. Green	802 57
John P. Lyman	915 00
Matthias Ellis	*733 87
Ezra A. Stevens	888 50
Smith Bro's & Co	824 56
H. D. Stover	908 00
William A. Wheeler	1,302 00

Class 15.

John H. Bailey	$550 00
John P. Lyman	450 00
Smith Bro's & Co	460 00
Henry D Stover	1,000 00
William A. Wheeler	650 00

Class 17.

Spalding & Parrott	$54 00
Lockwood & Collins	76 00
George Adams	58 00
John P. Lyman	55 00
Matthias Ellis	54 00
Smith Bro's & Co	49 25
Henry D. Stover	*46 00
William A. Wheeler	70 00

Class 18.

John H. Bailey	$8,675 00
Lockwood & Collins	9,225 00
George Adams	9,000 00
John P. Lyman	8,125 00
Matthias Ellis	8,127 50
Baltimore & Cuba Smelting and Mining Company, by C. Levering, president	8,125 00
Smith Bro's & Co	8,200 00
H. D. Stover	*8,000 00
William A. Wheeler	9,000 00

Class 19.

John H. Bailey	*$1,912 00
Lockwood & Collins	2,104 00
George Adams	3,772 00
John P. Lyman	2,022 00
Matthias Ellis	2,015 00
Smith Bro's & Co	1,955 22
H. D. Stover	2,760 00
William A. Wheeler	2,084 00

Class 20.

John H. Bailey	*$94 00
Lockwood & Collins	119 60
George Adams	115 00
Joseph M. Strong	100 00
Banker & Carpenter	100 00
Henry D. Stover	120 00
William A. Wheeler	150 00

Class 21.

John H Bailey	$72 00
Lockwood & Collins	79 80
George Adams	115 00
John P. Lyman	*40 00
Joseph M. Strong	41 00
Banker & Carpenter	75 00
Henry D Stover	80 00
William A. Wheeler	90 00

Class 22.

John H. Bailey	$449 00
Lockwood & Collins	467 00
George Adams	429 50
Joseph M. Strong	471 00
Banker & Carpenter	*337 00
H D. Stover	437 00
William A. Wheeler	499 00

Class 23.

William A. Wheeler	*$577 65

Class 24.

John M. Davis	$200 00
George A Hammond	*200 00
H. D. Stover	320 00
William A. Wheeler	400 00

Awarded by lot to George A. Hammond.

CHARLESTOWN, MASSACHUSETTS.

Class 1.

Lockwood & Collins	$19,000 00
Matthias Ellis	14,618 12½
Smith Brothers & Co	*14,574 00
Fuller & Dana	15,260 00
Henry D. Stover	14,610 00
Wm. A. Wheeler	19,450 00

Class 2.

Matthias Ellis	$4,750 00
Smith Brothers & Co	4,150 00
Geo. E. Townsend	6,250 00
Fuller & Dana	4,750 00
Henry D. Stover	5,750 00
Wm. A. Wheeler	*3,800 00

Class 3.

Henry W. Miller	$25,200 00
George Adams	*19,500 00
Benj'n Y. Pippery	21,000 00
Henry D. Stover	20,500 00
Wm. A. Wheeler	40,400 00

Class 4.

Lockwood & Collins	$19,260 00
Matthias Ellis	10,980 00
Benj'n Y. Pippery	12,365 00
Smith Brothers & Co	10,917 00
Henry W. Burr	11,369 90
Henry D. Stover	*9,780 00
Wm. A. Wheeler	12,470 00

Class 5.

Lockwood & Collins	$13,380 00
Southard, Herbert & Co	10,380 00
Matthias Ellis	11,820 00
George Adams	11,460 00
Banker & Carpenter	10,980 00
Sylvanus Thomas	13,740 00
Mullet & Bradbury	10,200 00
Henry D. Stover	*6,600 00
Wm. A. Wheeler	13,200 00

Class 6.

Lockwood & Collins	$640 00
Joseph M. Strong	685 00

George Adams	$585 00
Banker & Carpenter	590 00
Henry D. Stover	*530 00
Wm. A. Wheeler	750 00

Class 7.

Elbridge G. Alden & Co	$1,090 00
Bartlett & Osgood	1,070 00
Lockwood & Collins	1,020 00
Southard, Herbert & Co	930 00
George Adams	980 00
Banker & Carpenter	950 00
Mullet & Bradbury	830 00
Henry D. Stover	*750 00
Wm. A. Wheeler	1,190 00

Class 8.

Weed & Waterbury	$720 00
Lockwood & Collins	1,080 00
Southard, Herbert & Co	750 00
James M. Earle	768 00
Banker & Carpenter	840 00
H. D. Stover	*600 00
Wm A. Wheeler	1,170 00
C. B. De La Vergne	774 00

Class 9.

Lockwood & Collins	$1,546 00
Southard, Herbert & Co	1,343 50
George Adams	1,412 00
Smith Brothers & Co	1,572 00
Mullet & Bradbury	1,124 50
Henry D. Stover	*1,119 00
Wm. A. Wheeler	1,784 00

Class 10.

Lockwood & Collins	$12,235 44
Smith Brothers & Co	9,469 19
Henry D. Stover	*7,595 22
Wm. A. Wheeler	14,154 06

Class 11.

Lockwood & Collins	$7,595 00
Smith Brothers & Co	*1,207 88
Henry D. Stover	2,269 20
Wm. A. Wheeler	5,483 80

Class 12.

Lockwood & Collins	$3,920 00
George Adams	3,223 00
Smith Brothers & Co	2,930 00
Henry D. Stover	*2,693 00
Wm. A. Wheeler	3,459 10

Class 13.

Wm. Sewell	$2,175 00
Smith Brothers & Co	2,640 00
Henry D. Stover	2,100 00
Wm. A. Wheeler	*1,500 00

Class 14.

F. G. Green	$1,000 00
Smith Brothers & Co	600 00
H. D. Stover	*$500 00
Wm. A. Wheeler	2,500 00

Class 15.

All bids for this class rejected for indefiniteness in schedules.

Class 16.

Lockwood & Collins	$876 00
Matthias Ellis	1,000 00
George Adams	846 00
Smith Brothers & Co	*835 00
Fuller & Dana	960 00
Henry D. Stover	920 00
Wm. A. Wheeler	1,520 00

Class 17.

Matthias Ellis	$1,207 25
Smith Brothers & Co	*811 60
Henry D. Stover	1,064 30
Fuller & Dana	1,188 37
Wm. A. Wheeler	1,689 20

Class 18.

Lockwood & Collins	$2,612 60
Matthias Ellis	1,891 20
Smith Brothers & Co	2,018 72
Henry D. Stover	*1,762 60
Wm. A. Wheeler	2,025 20

Class 19.

Lockwood & Collins	$1,961 28
Matthias Ellis	1,918 65
Smith Brothers & Co	1,825 00
Henry D. Stover	*1,601 00
Wm. A. Wheeler	1,658 00

Class 20.

Lockwood & Collins	$437 76
Joseph M. Strong	396 00
George Adams	364 50
Banker & Carpenter	*284 40
Henry D. Stover	396 00
Wm. A. Wheeler	504 00

Class 21.

Lockwood & Collins	$178 80
Joseph M. Strong	*98 00
George Adams	190 00
Banker & Carpenter	152 00
Henry D. Stover	160 00
Wm. A. Wheeler	300 00

Class 22.

Lockwood & Collins	$618 20
Joseph M. Strong	568 04
George Adams	516 45
Banker & Carpenter	*404 82
Henry D. Stover	413 60
Wm. A. Wheeler	712 32

Class 23.

J. M. Whittmore	$742 29
Abraham E. Cutter	*433 03
Aaron R. Gay & Co	762 90
Henry D. Stover	1,545 32
Wm. A. Wheeler	$1,038 26
Bogert, Bourne & Auten	1,459 66

Class 24.

Henry D. Stover	*$324 00
Wm. A. Wheeler	342 00

BROOKLYN.

Class 1.

Jos. L. Savage	*$33,244 00
Henry D. Stover	34,339 00
Wm. A. Wheeler	41,842 00

Class 2.

Jos. L. Savage	$12,250 00
Geo. E. Townsend	13,500 00
Henry D. Stover	15,500 00
Wm. A. Wheeler	*11,140 00

Bid of B. G. Clark for class 2, received too late; directed to Bureau of Yards and Docks.

Class 3.

Wm. E. Bloodgood	$900 00
Jos. L. Savage	1,087 50
Geo. Adams	825 00
John J. Bingham	1,282 50
Henry D. Stover	825 00
Wm. A. Wheeler	1,387 50

Awarded by lot to George Adams.

Class 4.

Jos. L. Savage	*$15,000 00
John J. Bingham	18,308 00
Henry D. Stover	17,330 00
Wm. A. Wheeler	23,341 00

Class 5.

Charles H. Leonard	$15,200 00
George Wright	13,600 00
Lockwood and Collins	16,800 00
Edwin L. Brady	11,920 00
Jos. L. Savage	13,600 00
George Adams	17,600 00
Sylvanus Thomas	18,240 00
Daniel S. Price	17,600 00
Henry D. Stover	*8,800 00
Wm. A. Wheeler	15,600 00

Class 6.

Lockwood & Collins	$4,350 00
Edwin L. Brady	5,225 00
Jos. L. Savage	5,130 00
Jos. M. Strong	5,355 00
George Adams	*3,970 00
Banker & Carpenter	4,150 00
Henry D. Stover	4,025 00
Wm. A. Wheeler	5,070 00

Class 7.

Charles H. Leonard	$7,520 00
Elbridge G. Alden & Co	9,120 00
George Wright	7,200 00
Bartlett & Osgood	$8,640 00
Lockwood & Collins	7,760 00
Edwin L. Brady	8,000 00
George Adams	8,640 00
Banker & Carpenter	9,480 00
C. W. Scofield	7,520 00
Daniel S. Grice	8,800 00
H. D. Stover	*6,000 00
Wm. A. Wheeler	8,640 00

Class 8.

Weed & Waterbury	$1,100 00
Lockwood & Collins	1,860 00
Edwin L. Brady	1,200 00
James M. Earle	1,280 00
C. W. Scofield	1,150 00
H. D. Stover	*850 00
Wm. A. Wheeler	1,100 00
C. B. De La Vergne	1,240 00

Class 9.

Lockwood & Collins	$2,028 00
Edwin L. Brady	3,240 00
George Adams	2,430 00
C. W. Scofield	1,980 00
John J. Bingham	2,130 00
Daniel S. Grice	2,400 00
H. D. Stover	*1,710 00
Wm. A. Wheeler	2,220 00

Class 10.

Lockwood & Collins	$19,347 80
C. W. Scofield	14,016 70
John J. Bingham	16,870 35
Henry D. Stover	*13,584 80
Wm. A. Wheeler	16,139 85

Class 11.

Lockwood & Collins	$14,528 40
C. W. Scofield	8,231 20
Henry D. Stover	*8,019 05
Wm. A. Wheeler	12,156 20

Class 12.

C. W. Scofield	$10,564 70
Henry D. Stover	*8,252 00
Wm. A. Wheeler	14,077 50

Class 13.

Lockwood & Collins	$11,000 00
Edwin L. Brady	8,340 00
Wm. Sewell	8,800 00
C. W. Scofield	8,660 00
Henry D. Stover	7,700 00
Wm. A. Wheeler	6,775.00

CLASS 14.

F. G. Green	$4,827 17
Felix Campbell	*3,951 80
C. W. Scofield	4,543 50
Henry D. Stover	4,617 55
Wm. A. Wheeler	4,998 00

CLASS 15.

C. W. Scofield	$8,500 00
Henry D. Stover	30,000 00
Wm. A. Wheeler	*8,500 00

Awarded by lot to Wm. A. Wheeler.

CLASS 16.

Lockwood & Collins	$6,596 00
Edwin L. Brady	6,542 50
C. W. Scofield	*5.210 00
Henry D. Stover	5,785 00
W. A. Wheeler	8,611 50

CLASS 17.

Lockwood & Collins	$4,546 00
C. W. Scofield	1,928 00
Henry D Stover	3,335 00
Wm. A. Wheeler	2,509 00

CLASS 18.

Lockwood & Collins	$7,755 00
Edwin L. Brady	8,586 00
C. W. Scofield	7,455 00
John J. Bingham	8,535 00
Henry D. Stover	*6,225 00
Wm. A. Wheeler	7,843 00

CLASS 19.

Lockwood & Collins	$6,360 50
Edwin L. Brady	4,305 00
George Adams	4,240 00
C. W. Scofield	3,547 50
Henry D. Stover	3,010 00
William A. Wheeler	*2,975 00

CLASS 20.

Lockwood & Collins	$696 00
Edwin L. Brady	720 00
Joseph M. Strong	660 00
George Adams	690 00
Banker & Carpenter	*570 00
C. W. Scofield	600 00
John J. Bingham	720 00
Union White Lead Manufacturing Company of New York, James Howe, president	720 00

CLASS 21.

Lockwood & Collins	$316 80
Edwin L. Brady	420 00
James M. Strong	*200 00
Henry Walden & Co	300 00
George Adams	500 00
Banker & Carpenter	$325 00
C. W Scofield	280 00
John J. Bingham	340 00
Henry D. Stover	280 00
William A. Wheeler	270 00

CLASS 22.

Lockwood & Collins	$1,395 00
Joseph M. Strong	1,338 00
Henry Walden & Co	1,337 25
Banker & Carpenter	*1,145 00
C. W. Scofield	1,465 00
John J. Bingham	1,460 00
Henry D. Stover	1,227 00
William A. Wheeler	1,400 00

CLASS 23.

Bogert, Bourne & Auten	$2,559 25
D. Lansing Lambert	*2,036 54
Henry D. Stover	2,982 10
William A. Wheeler	23,011 75

CLASS 24.

Edwin L. Brady	$2,000 00
John Loughlin	2,050 00
Watson & Pittinger	*1,800 00
Henry D. Stover	2,000 00
William A. Wheeler	1,900 00

CLASS 25.

Watson & Pittinger	*$1,187 50
Joseph W. Duryee	1,282 50
Henry D. Stover	1,750 00
William A. Wheeler	3,975 00

CLASS 26.

Watson & Pittinger	$2,400 00
Joseph W. Duryee	*2,125 00
Henry D. Stover	2,500 00
William A. Wheeler	2,475 00

CLASS 27.

Watson & Pittinger	$234 00
Joseph W. Duryee	*231 00
Henry D. Stover	275 00
William A. Wheeler	268 00

CLASS 28.

Watson & Pittinger	$500 00
Joseph W. Duryee	*362 50
Henry D. Stover	3,550 00
William A. Wheeler	562 50

CLASS 29.

William Porter & Sons	*$3,856 00
Lockwood & Collins	4,541 00
C. W. Scofield	4,020 00
Henry D. Stover	5,375 50
William A. Wheeler	4,210 00

CLASS 30.

Lockwood & Collins	$288 00
Edwin L Brady	330 00
Watson & Pittinger	420 00
George Adams	420 00
C. W. Scofield	270 00
Henry D. Stover	$240 00
William A. Wheeler	*237 00

CLASS 31.

C. W. Scofield	$5,111 00
Henry D. Stover	*3,510 00
William A. Wheeler	5,800 00

PHILADELPHIA, PENNSYLVANIA.

CLASS 1.

William F. Potts	$5,470 00
Lockwood & Collins	6,855 00
C. W. Scofield	*5,337 50
Henry D. Stover	6,120 00
William A. Wheeler	7,595 00

CLASS 3.

Charles M. Ghriskey	$750 00
William E. Bloodgood	1,300 00
Henry W. Miller	540 00 / 720 00 / 810 00
C. W. Scofield	700 00
George A. Adams	*500 00
Henry D. Stover	600 00
William A. Wheeler	1,000 00

H. W. Miller's bid thrown out as informal.

CLASS 4.

Charles M. Ghriskey	$6,003 75
Lockwood & Collins	7,160 00
C. W. Scofield	*4,697 50
Henry D. Stover	5,240 50
William A. Wheeler	5,937 75

CLASS 5.

Lockwood & Collins	$11,100 00
George Adams	11,500 00
C. W. Scofield	8,500 00
Daniel S. Grice	10,750 00
Henry D Stover	*7,500 00
Sylvanus Thomas	10,950 00
William A. Wheeler	11,250 00
C. B. De la Vergne	10,000 00

CLASS 6.

Charles M. Ghriskey	$266 25
Lockwood & Collins	255 00
John Leary	267 50
George Adams	290 25
Grove & Armbruster	303 00
Joseph M. Strong	290 00
John W. Simes & Sons	*250 00
C. W. Scofield	255 00
Banker & Carpenter	255 00
Henry D. Stover	275 75
William A. Wheeler	276 00

CLASS 7.

E. G. Alden & Co	$1,780 00
Lockwood & Collins	1,530 00
John Leary	1,425 00
George Adams	$1,650 00
John W. Simes & Sons	1,387 50
C. W. Scofield	1,410 00
Banker & Carpenter	1,650 00
Bartlett & Osgood	1,650 00
Daniel S. Grice	1,620 00
Henry D. Stover	*1,275 00
William A. Wheeler	1,820 00

CLASS 8.

Lockwood & Collins	$1,800 00
C. W. Scofield	1,200 00
James M. Earle	1,280 00
Weed & Waterbury	*1,170 00
Henry D. Stover	1,250 00
William A. Wheeler	1,200 00
C. B. De la Vergne	1,300 00

CLASS 9.

All bids rejected for indefiniteness in the schedule.

CLASS 10.

Charles M. Ghriskey	$5,036 62
Lockwood & Collins	5,592 05
Grove & Armbruster	5,307 01
C. W. Scofield	5,105 00
Henry D. Stover	5,023 27
William A. Wheeler	*5,003 39

CLASS 11.

Charles M. Ghriskey	$2,098 25
Lockwood & Collins	2,657 60
Grove & Armbruster	1,876 22
C. W. Scofield	1,868 40
Henry D. Stover	*1,618 60
William A. Wheeler	2,147 50

CLASS 12.

Charles M. Ghriskey	$1,468 50
Lockwood & Collins	2,004 00
Grove & Armbruster	1,298 50
C. W. Scofield	*1,030 50
Henry D. Stover	1,460 00
William A. Wheeler	1,631 00

CLASS 13.

Lockwood & Collins	$2,200 00
William Sewell	1,245 00
C. W. Scofield	1,180 00
Henry D. Stover	1,000 00
William A. Wheeler	1,080 00

CLASS 14.

Charles M. Ghriskey	$1,417 78
F. G. Green	1,296 60
C. W. Scofield	1,196 00
Morris, Tasker & Co	953 21 6/10
Henry D. Stover	*980 10
William A. Wheeler	1,668 00

Morris, Tasker & Co.'s bid rejected as informal.

CLASS 15.

Charles M. Ghriskey	$5,550 00
C. W. Scofield	*4,000 00
Morris, Tasker & Co	1,653 12
William A. Wheeler	4,700 00

Morris, Tasker & Co.'s bid rejected as informal.

CLASS 16.

William F. Potts	$348 00
Charles M. Ghriskey	358 50
Lockwood & Collins	348 00
George Adams	333 50
C. W. Scofield	*302 00
Henry D. Stover	362 50
William A. Wheeler	412 50

CLASS 17.

Charles M. Ghriskey	$535 00
Lockwood & Collins	520 00
George Adams	388 00
C. W. Scofield	386 50
H. D. Stover	389 00
William A. Wheeler	*366 00

CLASS 18.

Charles M. Ghriskey	$4,732 50
Lockwood & Collins	5,728 00
George Adams	4,480 60
Grove & Armbruster	5,687 50
C. W. Scofield	5,105 80
H. D. Stover	*4,168 00
William A. Wheeler	4,689 00

CLASS 19.

All bids for this class rejected for indefiniteness in the schedules.

CLASS 20.

Lockwood & Collins	$478 00
John Leary	480 00
George Adams	460 00
Grove & Armbruster	390 00
Joseph M. Strong	400 00
John W. Simes & Co	400 00
C. W. Scofield	400 00
Banker & Carpenter	*390 00
Henry D. Stover	480 00
William A. Wheeler	

Grove & Armbruster's bid rejected as having failed to execute previous contract with bureau.

CLASS 21.

Lockwood & Collins	$89 40
John Leary	90 00
Grove & Armbruster	83 75
Joseph M. Strong	*40 00
John W. Simes & Co	87 00
C. W. Scofield	80 00
Banker & Carpenter	90 00
Henry D. Stover	90 00
William A. Wheeler	140 00

CLASS 22.

Lockwood & Collins	$1,035 50
John Leary	865 70
Joseph M. Strong	802 50
John W. Simes & Co	965 60
C. W. Scofield	1,020 00
Banker & Carpenter	*740 70
Henry D. Stover	744 20
William A. Wheeler	1,180 00

CLASS 23.

Bogert, Bourne & Auten	$705 82
William A. Wheeler	*653 19

CLASS 24.

Charles M. Ghriskey	*$288 00
Grove & Armbruster	287 28
Henry D. Stover	360 00
William A. Wheeler	342 00

Grove & Armbruster's bid rejected, having failed to execute previous contract with bureau.

WASHINGTON, D. C.

CLASS 1.

Ephraim Wheeler	$15,355 00
Joseph L. Savage	14,740 00
C. E Pennock & Co	*14,470 00
Henry D. Stover	18,410 00
William A. Wheeler	18,075 00

CLASS 2.

Ephraim Wheeler	$12,000 00
Joseph L. Savage	8,800 00
George E. Townsend	12,500 00
Henry D. Stover	10,000 00
William A. Wheeler	*8,700 00

CLASS 3.

William E. Bloodgood	$4,200 00
	4,860 00
H. W. Miller	3,240 00
	4,320 00
	4,860 00
Banker & Carpenter	6,750 00
Ephraim Wheeler	*3,750 00
Joseph L. Savage	4,200 00
Henry D. Stover	3,900 00
William A. Wheeler	6,000 00
R. C. Potts	4,020 00
J. W. Thompson & Co	4,410 00

H. W. Miller's bid rejected as informal.

CLASS 4.

Ephraim Wheeler	$22,974 00
Allen, Clapp & Co	24,821 10
Joseph L. Savage	*20,850 00
Henry D. Stover	24,418 20
William A. Wheeler	22,875 50
J. W. Thompson & Co	23,974 30

CLASS 5.

Lockwood & Collins	$13,620 00
Ephraim Wheeler	13,200 00
Joseph L. Savage	13,200 00
King & Burchell	11,400 00
Daniel S. Grice	13,440 00
Sylvanus Thomas	14,280 00
Henry D. Stover	*10,500 00
William A. Wheeler	12,600 00
C. B. De la Vergne	12,300 00

CLASS 6.

Jos. M. Strong	$2,268 00
Lockwood & Collins	*2,048 00
Banker & Carpenter	2,175 00
Eph'm Wheeler	2,400 00
Jos. L. Savage	2,190 00
King & Burchell	2,700 00
John Leary	2,235 00
Henry D. Stover	3,250 00
Wm. A. Wheeler	2,190 00

CLASS 7.

Elbridge G. Alden	$7,440 00
Bartlett & Osgood	6,900 00
Lockwood & Collins	7,200 00
Banker & Carpenter	6,900 00
Eph'm Wheeler	6,000 00
Jos. L. Savage	6,600 00
King & Burchell	6,000 00
Dan'l S Grice	6,840 00
John Leary	5,700 00
Henry D. Stover	*5,100 00
Wm. A. Wheeler	7,140 00

CLASS 8.

Lockwood & Collins	*$515 00
Eph'm Wheeler	650 00
Jos. L. Savage	555 00
King & Burchell	543 75
Henry D. Stover	725 00
Wm. A. Wheeler	536 25

CLASS 9.

Lockwood & Collins	*$3,207 00
Eph'm Wheeler	3,982 00
Jos. L Savage	3,700 00
King & Burchell	3,605 50
Dan'l S. Grice	4,618 00
Henry D. Stover	3,454 00
Wm. A. Wheeler	3,380 00
K. F. Page	4,532 00

CLASS 10.

Lockwood & Collins	$30,075 00
Eph'm Wheeler	40,017 50
Jos. L. Savage	23,396 00
Henry D. Stover	29,526 40
Wm. A. Wheeler	*22,801 00
J. W. Thompson & Co	28,123 35

CLASS 12.

Eph'm Wheeler	$7,448 00
Jos. L. Savage	5,761 00
Henry D. Stover	10,590 00
Wm. A. Wheeler	5,430 50
R. C. Potts	6,835 00
J. W. Thompson & Co	7,068 00

CLASS 13.

Lockwood & Collins	$9,840 00
Eph'm Wheeler	4,350 00
Jos. L. Savage	*2,544 00
Wm. Sewell	3,142 50
H. D. Stover	3,675 00
Wm. A. Wheeler	2,850 00
J. W. Thompson & Co	3,210 00

CLASS 14.

F. G. Green	$3,864 25
Eph'm Wheeler	4,408 00
Jos. L. Savage	3,714 50
Henry D. Stover	4,204 50
Wm. A. Wheeler	4,776 25
R. C. Potts	3,557 75
J. W. Thompson & Co	*3,343 75

CLASS 15.

Eph'm Wheeler	$4,215 00
Jos. L. Savage	*3,210 00
Wm. A. Wheeler	3,660 00
J. W. Thompson & Co	3,304 20

CLASS 16.

Eph'm Wheeler	$2,516 00
Jos. L Savage	2,005 76
Henry D. Stover	2,530 00
Wm. A. Wheeler	2,750 00

CLASS 17.

Eph'm Wheeler	$1,296 00
Jos. L. Savage	*1,124 00
Henry D. Stover	1,678 00
Wm. A. Wheeler	2,180 00
J. W. Thompson & Co	1,242 00

CLASS 18.

Lockwood & Collins	$17,900 00
Matthias Ellis	17,000 00
Eph'm Wheeler	17,500 00
Baltimore and Cuba Smelting and Mining Company, by C. Levering, president	15,750 00
Jos. L. Savage	*15,475 00
Henry D. Stover	17,000 00
Wm. A. Wheeler	18,000 00

Class 19.

Jos. L. Savage	*$5,860 00
H. D. Stover	6,375 00
Wm. A. Wheeler	6,235 00
J. W. Thompson & Co	6,510 00

Class 20.

Jos. M. Strong	$165 00
Lockwood & Collins	179 40
Banker & Carpenter	*150 00
Eph'm Wheeler	225 00
Jos. L. Savage	210 00
John Leary	180 00
Henry D. Stover	180 00
Wm. A. Wheeler	210 00

Class 21.

Jos. M. Strong	*$67 50
Lockwood & Collins	138 00
Banker & Carpenter	135 00
Eph'm Wheeler	240 00
Jos. L. Savage	180 00
John Leary	$135 00
Henry D. Stover	165 00
Wm. A. Wheeler	225 00

Class 22.

Jos. M. Strong	$383 40
Lockwood & Collins	391 25
Banker & Carpenter	*361 90
Eph'm Wheeler	443 87
John Leary	365 50
Henry D Stover	431 25
Wm. A. Wheeler	407 00

Class 23.

Bogert, Bourne & Auten	$2,341 75
Wm. A. Wheeler	*1,658 75

Class 24.

Henry D. Stover	$6,000 00
L. W. Connee	3,470 00
Wm. A. Wheeler	4,750 00
John Brown	4,000 00
K. F. Page	*3,250 00

Schedule of materials required at the several navy yards for 1863–'64.

John P. Lyman, Portsmouth, N. H. Date of contract, July 15, 1863.

Kittery.—Class No. 1, boiler iron, &c.

30,000 pounds best American flange iron, dimensions as required	$0 08$\frac{3}{8}$	per pound.
30,000 pounds best boiler iron, dimensions as required	15$\frac{7}{18}$	per pound.
4,000 pounds Pembroke boiler rivets, as required	07	per pound.
3,000 pounds angle iron	05$\frac{3}{4}$	per pound.
2,000 pounds T iron	06$\frac{1}{4}$	per pound.
2,000 pounds galvanized sheet iron	12$\frac{1}{2}$	per pound.
5,000 pounds wrought-iron punched nuts, assorted.	08$\frac{1}{2}$	per pound.

To be delivered as required.

Smith Bros. & Co., Boston. Date of contract, July 15, 1863.

Kittery.—Class No. 2, pig iron.

50 tons best American anthracite pig iron	$35 00	per ton.
20 tons best American charcoal pig iron	50 00	per ton.

To be delivered as required.

John H. Bailey, Portsmouth, N. H. Date of contract, July 15, 1863.

Kittery.—Class No. 3, boiler felting.

500 square yards boiler felting, such as may be required	$0 69	per square yard.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 15, 1863.

KITTERY.—Class No 4, gum packing, &c.

2,000 pounds sheet rubber packing, assorted	$0 08	per pound.
500 pounds tuck rubber packing, assorted	1 00	per pound.
500 feet 4-ply rubber hose, 2¼ inches diameter inside.	95	per foot.
200 feet 3-ply rubber hose, 1½ inch diameter inside.	53	per foot.
200 feet 3-ply rubber hose, ⅞ inch diameter inside.	35	per foot.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

KITTERY.—Class No. 5, sperm oil.

4,000 gallons winter-strained sperm oil	$1 50	per gallon.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

KITTERY.—Class No. 6, linseed oil and turpentine.

300 gallons linseed oil	$1 22	per gallon.
300 gallons spirits turpentine	3 65	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

KITTERY.—Class No. 7, lard oil.

2,000 gallons lard oil, for lubricating	$0 85	per gallon.

To be delivered as required.

SOUTHARD, HERBERT & Co., Boston. Date of contract, July 17, 1863.

KITTERY.—Class No. 8, metallic oil.

2,000 gallons metallic oil, for lubricating	$1 25	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

KITTERY.—Class No. 9, tallow and soap.

2,500 pounds best beef tallow	$0 12	per pound.
500 pounds brown soap	09	per pound.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 15, 1863.

KITTERY.—Class No. 10, engineers' stores.

6 spring balances, 25 pounds each	$0 18	each.
6 spring balances, 50 pounds each	29	each.
6 spring balances, 150 pounds each	4 00	each.
6 flasks mercury, 70 pounds each	85	per pound.
10 dozen thermometers for salinometers	1 48	each.
300 pounds borax	26	per pound.
1,200 Bristol bricks	05½	each.

60	hickory brooms	$0 20	each.
5	pairs hand bellows	3 25	each.
300	corn brooms	23	each.
60	coal baskets	1 10	each.
200	pounds white chalk	01½	per pound.
25	pounds red chalk	03	per pound.
1,000	gunny bags, largest size, for coal	25	each.
200	pounds emery, assorted	12	per pound.
25	reams emery cloth, equal to Sibley's, assorted	21 00	per ream.
6	dozen hydrometers	17 40	per dozen.
6	barrels Indian meal, 900 pounds	4 25	per barrel.
100	pounds lampwicking	80	per pound.
500	lampwicks, (circular)	01¾	each.
100	lamp chimneys	15	each.
1	dozen log slates	9 60	per dozen.
500	pounds potash	11	per pound.
100	pounds rotten-stone	03	per pound.
50	padlocks, brass, (assorted keys)	87	each.
50	pounds sewing twine, (flax)	50	per pound.
50	pounds sal ammoniac	06	per pound.
200	pounds pulverized soapstone	03	per pound.
200	pounds sulphur flour	04	per pound.
50	sewing palms	65	each.
200	sail needles	03	each.
250	scrubbing brushes	23	each.
1	dozen, 60 second, sand glasses	55	each.
1	dozen, 30 second, sand glasses	6 60	per dozen.
6	dozen water-gauge tubes, white glass, 19 inches long, ⅝ inch diameter inside, ⅞ inch diameter outside	5 00	per dozen.
50	pounds pulverized quartz, suitable for grinding valves	04	per pound.
60	globe lanterns, with fenders	2 15	each.
6	scale beams, (300 pounds capacity)	6 50	each.
100	paint brushes, assorted	47	each.
12	whitewash brushes	1 25	each.
500	feet iron chain, ⅜ inch diameter	15	per foot.
2,000	pounds pipe clay	00¾	per foot.
1,000	fire-bricks	60 00	per M.
3	paint mills	6 12	each.
12	oil stones	50	each.
6	drawing scales, boxwood	33	each.
12	sides best Calcutta lacing leather	2 40	per side.
300	feet double leather belting, riveted, 10 inches wide	1 80	per foot.
36	thermometers	1 00	each.
6	moulders' riddling sieves, brass	1 38	each.
1,000	pounds brass wire, assorted	44	per pound.
300	pounds copper wire, assorted	56	per pound.
200	pounds antimony	19	per pound.

To be delivered as required.

SMITH BROTHERS & Co., Boston. Date of contract, July 15, 1863.

KITTERY.—Class No. 11, engineers' tools.

6	anvils, 200 pounds each	$0 15	per pound.
6	vices, 80 pounds each	18	per pound.

24 hand axes, with handles	$0 83	each.
24 chopping axes, with handles	1 25	each.
60 hack saw blades, 12 and 14 inch	29	each.
12 iron squares, 2 feet	27	each.
12 steel squares, 2 feet	75	each.
12 2-foot rules, 2 fold	27	each.
6 tinners' shears, No. 1	9 50	each.
4 dozen screw wrenches, 12 inch	10 50	per dozen.
4 dozen screw wrenches, 16 inch	15 00	per dozen.
2 dozen hand vices, assorted	6 50	per dozen.
6 pairs spring calipers, 6 inch	5 40	per dozen.
6 pairs calipers, 16 inch	1 75	each.
6 pairs spring dividers, 6 inches long	40	each.
6 pairs dividers, 12 inches long	70	each.
6 hand snips, No. 6	3 00	each.
6 trowels, masons'	67	each.
6 belt punches	75	each.
1 gross ½ round bastard files, 16 inches long	146 27	per gross
½ gross ½ round 2d cut files, 16 inches long	164 99	per gross
½ gross ½ round smooth files, 16 inches long	183 71	per gross.
½ gross round bastard files, 16 inches long	146 27	per gross.
4 gross hand bastard files, 14 inches long	110 77	per gross.
4 gross flat bastard files, 14 inches long	90 11	per gross.
½ gross round bastard files, 14 inches long	101 34	per gross.
4 gross hand bastard files, 12 inches long	77 08	per gross.
2 gross flat bastard files, 12 inches long	65 84	per gross.
2 gross 2d cut hand files, 12 inches long	93 85	per gross.
½ gross round bastard files, 12 inches long	73 33	per gross.
6 hydraulic jacks, 15 tons each, with toe lifts	83 20	each.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

KITTERY.—Class No. 12, engineers' instruments.

6 sets drawing instruments, per sample	$25 00	per set.

To be delivered as required.

MATTHIAS ELLIS, Carver, Mass. Date of contract, July 18, 1863.

KITTERY.—Classs No. 14, wrought-iron pipe, &c.

500 feet wrought iron steam-pipe, 2 inches diameter	$0 40	per foot.
500 feet wrought iron steam-pipe, 1½ inch diameter	25	per foot.
1,000 feet wrought iron steam-pipe, 1 inch diameter	16	per foot.
1,000 feet wrought iron steam-pipe, ¾ inch diameter	11	per foot.
300 feet wrought iron steam-pipe, ½ inch diameter	09	per foot.
300 feet wrought iron steam-pipe, ⅜ inch diameter	07½	per foot.
75 feet wrought iron steam-pipe, ¼ inch diameter	06½	per foot.
100 iron nipples, 2 inches	35	each.
100 iron nipples, 1½ inch	25	each.
100 iron nipples, 1 inch	14	each.
100 iron nipples, ¾ inch	10½	each.

To be delivered as required.

JOHN P. LYMAN, Portsmouth, N. H. Date of contract, July 15, 1863.

KITTERY.—Class No. 15, tubes.

1,000 pounds brass tubing, assorted sizes	$0 45	per pound.

H. D. STOVER, New York. Date of contract, August 14, 1863.

KITTERY.—Class No. 17, iron nails, bolts, and nuts.

200 pounds iron nails, 8*d* to 20*d*, assorted	$0 08	per pound.
300 pounds wrought-iron washers, assorted	10	per pound.

J. P. LYMAN, Portsmouth, N. H. Date of contract, July 15, 1863.

KITTERY.—Class No. 18, copper.

25, 000 pounds ingot copper	$0 32	per pound.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, July 15, 1663.

KITTERY.—Class No. 19, tin, &c.

6 boxes sheet tin, D, common	$12 00	per box.
3, 000 pounds banca tin	55	per pound.
2, 000 pounds slab zinc	09½	per pound.

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, July 15, 1863.

KITTERY.—Class No. 20, white lead.

1, 000 pounds white lead	$0 09$\frac{4}{10}$	per pound.

J. P. LYMAN, Portsmouth, N. H. Date of contract, July 15, 1863.

KITTERY.—Class No. 21, zinc paint.

1, 000 pounds brown zinc	$0 04	per pound.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

KITTERY.—Class No. 22, colored paints.

1, 000 pounds red lead	$0 10	per pound.
400 pounds chrome green	07	per pound.
50 gallons coach varnish	4 00	per gallon.
100 pounds litharge	09	per pound.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

KITTERY.—Class No. 23, stationery.

12 books, yearly, per sample	$6 00	each.
48 books, quarterly, per sample	3 50	each.
12 books, expenditure, per sample	4 50	each.
48 books, account, per sample	1 25	each.
6 erasers	50	each.
6 pounds gum arabic	50	per pound.
8 bottles red ink, ½ pints	50	each.
12 bottles black ink, pints	25	each.
12 inkstands	60	each.
9 dozen lead pencils, equal to Faber's	75	per dozen.
200 slate pencils	1 00	per 100.
6 reams letter paper	5 00	per ream.
1½ ream log paper	12 00	per ream.
6 reams foolscap paper	5 00	per ream.
72 sheets double elephant drawing paper	60	per sheet.
72 sheets tracing paper	75	per sheet.
300 envelopes, letter	50	per 100.
6 portfolios	1 50	each.
6 gross steel pens	2 00	per gross.
dozen penholders	50	per dozen.
2 2 dozen pieces India-rubber	1 00	per dozen.

GEO. A. HAMMOND, Elliott, Me. Date of contract, July 15, 1863.

KITTERY.—Class No. 24, firewood.

40 cords pine wood	$5 00	per cord.

SMITH BROS. & CO. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 1, boiler iron and rivets.

150,000 pounds boiler iron, plate, from $\frac{3}{16}$ to $\frac{4}{8}$ inch thick	$0 07$\frac{48}{100}$	per pound.
5,000 pounds boiler plate iron, from $\frac{7}{16}$ to $\frac{12}{16}$ inch thick	07$\frac{48}{100}$	per pound.
8,000 pounds puddle plate iron, from 6 to 10 wire gauge	06	per pound.
30,000 pounds boiler rivets, $\frac{1}{2}$ to $\frac{3}{4}$ inch	07$\frac{1}{4}$	per pound.
5,000 pounds sheet iron, Nos. 12 to 20	06$\frac{1}{2}$	per pound.

W. A. WHEELER. Date of contract, July 21, 1863.

CHARLESTOWN.—Class No. 2, pig iron.

50 tons No. 1 best cold blast, American, 2,240 pounds to the ton	$38 00	per ton.
50 tons No. 2 American pig iron, 2,240 pounds to the ton	38 00	per ton.

GEO. ADAMS. Date of contract, July 17, 1863.

CHARLESTOWN.—Class No. 3, boiler felting.

10,000 square yards boiler felting, as per sample, 1$\frac{1}{2}$ inch	$1 10	per square yard.
10,000 square yards boiler felting, as per sample, 1 inch	85	per square yard.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 4, gum packing, rubber hose, &c.

3,500 pounds rubber packing	$0 75	per pound.
1,000 pounds tucks packing	95	per pound.
900 pounds sheet rubber	95	per pound.
2,000 pounds rubber valves	95	per pound.
2,000 feet rubber hose, from $\frac{1}{2}$ to 2$\frac{1}{2}$ inches in diameter	50	per foot.
2,000 pounds gum packing	75	per pound.
1,000 pounds rubber gaskets, per patterns	95	per pound.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 5, sperm oil.

5,000 gallons winter-strained sperm oil	$1 10	per gallon.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 6, linseed oil and turpentine.

200 gallons linseed oil, raw	$1 40	per gallon.
100 gallons spirits of turpentine	2 50	per gallon.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 7, lard oil.

1,000 gallons best quality lard oil, for lubricating	$0 75	per gallon.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 8, metallic oil.

600 gallons metallic oil	$1 00	per gallon.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 9, tallow and soap.

10,000 pounds pure beef tallow	$0 10	per pound.
500 pounds brown soap	07	per pound.
200 pounds castile soap	12	per pound.
12 boxes candles	5 00	per box.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 10, engineers' stores.

9,000 pounds packing yarn	$0 16	per pound.
600 pounds packing cotton	45	per pound.
1,200 pounds anti-attrition metal	25	per pound.
24 balances, spring, to weigh 50 pounds	1 00	each.
12 beams, scales	2 00	each.
144 buckets, water	40	each.
240 Bristol brick	08	each.
1,800 brick, fire	10	each.
400 brooms, corn	20	each.
108 brooms, hickory	25	each.
120 brushes, flue	3 00	each.
240 brushes, paint	20	each.
110 brushes, whitewash	50	each.
300 brushes, scrubbing	17	each.
24 pounds borax	20	per pound.
96 pounds chalk, white	02	per pound.
9 pounds chalk, red	08	per pound
12 barrels clay, fire	2 50	per barrel.
12 drawing scales	3 50	each.
240 pounds emery	08	per pound.
30 reams emery cloth	15 00	per ream.
36 lamps, astral or solar	50	each.
220 lamps, globe, with fenders	4 00	each.
50 lamps, swivel	75	each.
180 pounds lampwick	80	per pound.
300 lamp chimneys	10	each.
12 flasks mercury, each containing 75 pounds	70 00	each.
24 barrels meal	2 50	per barrel.
150 needles, sail	02	each.
1,500 pounds potash	09	per pound.
60 padlocks, brass	75	each.
48 palms, sewing	50	each.
24 pairs scissors, lampwick	20	each.
24 pairs scissors, common	18	each.
48 scrapers, common	25	each.
100 pounds rottenstone	05	per pound.
480 pounds soapstone, pulverized	04	per pound.
500 pounds flour, sulphur	10	per pound.
40 pounds sal ammoniac	02	per pound.
40 pounds twine, sewing	25	per pound.

24,000 tacks	$0 04	per M.
720 circular lampwicks	01	each.
60 pounds lamb's wool	50	per pound.
7,000 pounds cotton waste	25	per pound.

SMITH BROS. & CO. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 11, engineers' tools.

12 anvils, to weigh 140 pounds each	$0 15	per pound.
36 axes	1 25	each.
12 callipers	50	each.
12 compasses	50	each.
12 forges, blacksmiths'	20 00	each.
576 hand files	37	each.
12 grindstones, mounted	4 50	each.
24 hatchets	75	each.
24 ladles, iron	75	each.
480 scoop shovels	95	each.
12 squares, iron	23	each.
24 stock and dies	3 75	each.
18 two-feet rules, "two fold"	25	each.
12 chests of carpenters' tools	24 00	each.
12 tinman's shears	3 75	each.
6 iron paint mills	5 75	each.
18 vices	6 75	each.
36 pawl wrenches	6 50	each.
50 screw wrenches	87	each.
4,800 washers	00¾	each.

To be delivered as required.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 12, engineers' instruments.

12 sets drawing instruments	$20 00	per set.
150 hydrometers	1 50	each.
12 indicators	75 00	each.
36 sand glasses, 60 seconds	05	each.
24 sand glasses, 30 seconds	05	each.
24 steam gauges	25 00	each.
24 vacuum gauges	25 00	each.
100 thermometers	1 25	each.

To be delivered as required.

W. A. WHEELER. Date of contract, July 21, 1863.

CHARLESTOWN.—Class No. 13, steam pumps.

6 steam pumps	$25 00	each.

To be delivered as required.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 14, wrought-iron pipe valves, &c.

50 wrought-iron pipe valves	$10 00	each.

To be delivered as required.

SMITH BROS. & Co. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 16, steel.

4,000 pounds assorted steel	$0 20⅞	per pound.

To be delivered as required.

SMITH BROS. & Co. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 17, iron nails, bolts, and nuts.

720 pounds iron nails, assorted	$0 5½	per pound.
4,800 screw bolts	02	each.
16,000 pounds bar iron	04 3/16	per pound.
75 pounds iron wire	08	per pound.

To be delivered as required.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 18, copper.

5,000 pounds sheet copper	$0 35	per pound.
36 pounds copper wire	35	per pound.

To be delivered as required.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 19, tin and lead.

1,200 pounds pig lead	$0 09	per pound.
10,000 pounds sheet lead	11	per pound.
1,500 pounds lead pipe, ½ to 2 inch	10	per pound.
12 boxes sheet tin	12 00	per box.
500 pounds soft solder	09	per pound.
60 pounds spelter solder	09	per pound.

To be delivered as required.

BANKER & CARPENTER. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 20, white lead.

3,600 pounds white lead, ground	$0 07 9/10	per pound.

To be delivered as required.

J. M. STRONG, New York. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 21, zinc paint.

2,000 pounds zinc paint	$0 04 9/10	per pound.

To be delivered as required.

BANKER & CARPENTER. Date of contract, July 15, 1863.

CHARLESTOWN.—Class No. 22, colored paints, dryers.

900 pounds black lead	$0 04½	per pound.
2,400 pounds red lead	10	per pound.
1,000 pounds black paint	05	per pound.
72 pounds lampblack	06	per pound.
500 pounds green paint	08	per pound.
300 pounds litharge	10	per pound.

To be delivered as required.

ABRAM E. CUTTER, Charlestown. Date of contract, July 20, 1863.

CHARLESTOWN.—Class No. 23, stationery.

48 account books	$1 00	each.
108 memorandum books	10	each.
24 requisition books	3 50	each.
24 log books, yearly	1 50	each.
96 log books, quarterly	75	each.
8 portfolios	75	each.
48 log slates	1 00	each.
24 pieces India ink	06	per piece.
12 bottles red ink	12	per bottle.
36 bottles black ink	20	per bottle.
30 ink saucers	10	each.
48 inkstands	20	each.
48 quires envelope paper	20	per quire.
36 quires cartridge paper	30	per quire.
6 reams ruled letter paper	2 00	per ream.
6 reams cap paper	2 50	per ream.
120 sheets drawing paper, double elephant	20	per sheet.
120 sheets tracing paper, double elephant	20	per sheet.
236 drawing pencils	01	each.
1,000 slate pencils	00¼	each.
6 gross steel pens	75	per gross.
900 quills, No. 80	00¼	each.
2 pounds wafers	20	per pound.
72 pieces sealing-wax	02	per piece.
12 letter stamps	06	each.
6 pounds India-rubber	75	per pound.
144 drawing pins	01	each.
6 pounds gum-arabic	10	per pound.
72 pieces red tape	02	per piece.

To be delivered as required.

H. D. STOVER. Date of contract, August 14, 1863.

CHARLESTOWN.—Class No. 24, firewood.

36 cords pine wood	$9 00	per cord.

To be delivered as required.

J. L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

BROOKLYN.—Class No. 1, boiler iron, &c.

8,000 pounds angle iron, of such sizes as may be required	$0 06	per pound.
224,000 pounds best flange charcoal boiler plate, known as C. H. No. 1, of such sizes and thickness as may be required	07¾	per pound.
5,000 pounds bead iron, of such sizes and thickness as may be required	06	per pound.
12,000 pounds flat iron, (Ulster,) such as may be required	05	per pound.
300 pounds galvanized sheet iron, such as may be required	15	per pound.
500 pounds hoop iron, such as may be required.	10	per pound.

2,000 pounds best nail-rod iron, such as may be required	$0 10	per pound.
100,000 pounds best round iron, (Ulster,) from $\frac{1}{4}$ to 2 inches in diameter	05	per pound.
20,000 pounds best round iron, (Ulster,) from $2\frac{1}{8}$ to 6 inches in diameter	05	per pound.
30,000 pounds smoke-pipe iron, such sizes as may be required	05	per pound.
50,000 pounds square iron, (Ulster,) from $\frac{1}{4}$ to 2 inches in diameter	05	per pound.
10,000 pounds T iron, of such sizes as may be required	05	per pound.
22,400 pounds tube head iron, from $\frac{7}{16}$ to $\frac{9}{16}$ inch thick, as may be required	08½	per pound.
10,000 pounds rivets, (boiler,) 2 by $\frac{5}{8}$ inch	12	per pound.
5,000 pounds rivets, (boiler,) assorted	10	per pound.
500 pounds rivets, (button head,) assorted	12	per pound.
300 pounds rivets, (sheet iron, (assorted	15	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

BROOKLYN.—Class No. 2, pig iron.

200 tons best anthracite pig iron, 2,240 pounds to the ton	$35 75	per ton.
100 tons best charcoal pig iron, 2,240 pounds to the ton	39 90	per ton.

To be delivered as required.

GEO. ADAMS, Boston. Date of contract, July 17, 1863.

BROOKLYN.—Class No. 3, boiler felting.

750 square yards boiler felting, such as may be required	$1 10	per square yard.

To be delivered as required.

J. L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

BROOKLYN.—Class No. 4, gum packing, rubber hose, &c.

500 pounds cork packing, with duck outside, assorted	$1 25	per pound.
2,000 pounds metallic packing, assorted	1 00	per pound.
5,000 feet rubber hose, 4-ply, $2\frac{1}{4}$ inches in diameter	60	per foot.
800 feet rubber hose, 4-ply, $2\frac{1}{2}$ inches in diameter.	65	per foot.
500 feet rubber hose, 2-ply, $1\frac{1}{4}$ inch in diameter	30	per foot.
500 feet rubber hose, 2-ply, 1 inch in diameter	25	per foot.
500 feet rubber hose, 2-ply, $\frac{3}{4}$ inch in diameter	21	per foot.
2,500 pounds round rubber packing, duck outside, assorted	90	per pound.
1,500 pounds rubber man and hand hole gaskets, per pattern	90	per pound.
2,000 rubber grummets, for condenser tubes, per sample	1 00	per hundred.
200 feet rubber tubing, as may be required	15	per foot.
3,000 pounds sheet rubber packing, such as may be required	90	per pound.

2,500 pounds pure vulcanized rubber valves, rings, &c., per pattern	$0 85	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 5, sperm oil.

8,000 gallons pure winter-strained sperm oil	$1 10	per gallon.

To be delivered as required.

GEO. ADAMS, Boston. Date of contract, July 17, 1863.

BROOKLYN.—Class No. 6, linseed oil and turpentine.

1,500 gallons linseed oil, boiled	$1 90	per gallon.
800 gallons soft clear turpentine	1 40	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 7, lard oil.

8,000 gallons best lard oil	$0 75	per gallon.

To be delivered as required.

BROOKLYN.—Class No. 8, metallic oils.

1,000 gallons metallic oils, such as may be required	$0 85	per gallon.

To be delivered as required.

BROOKLYN.—Class No. 9, tallow and soap.

3,000 pounds best hard brown soap	$0 08	per pound.
3,000 pounds best saltwater soap	09	per pound.
12,000 pounds pure beef tallow	10	per pound.

To be delivered as required.

BROOKLYN.—Class No. 10, engineer's stores.

200 pounds anti-attrition metal	$0 40	per pound.
100 gallons alcohol, best quality, 95 per cent. proof,	90	per gallon.
26 augers, from ½ to 2 inches	50	each.
24 pairs brass butt hinges, cast, from 2 to 4 inches,	1 50	per pair.
100 pounds borax	30	per pound.
600 bricks, Bath	05	each.
1,000 bricks, fire, assorted	20 00	per M.
300 pounds beeswax, best	50	per pound.
2,000 pounds black lead, pulverized	06	per pound.
100 brushes, hand-dusting, per sample	40	each.
500 brushes, paint, from 0 to 000000	1 00	each.
36 brushes, varnish	50	each.
600 brushes, hand-scrubbing	25	each.
36 brushes, glue	40	each.
250 brushes whitewash	80	each.
550 brushes, flue, whalebone or wire, as required	5 00	each.
100 dozen brooms, corn	3 00	per dozen.
25 dozen brooms, hickory	2 00	per dozen.
2 dozen chest locks, brass, 4 inches	12 00	per dozen.

10	barrels cement	$3 00	per barrel.
100	coal barrows	1 75	each.
400	pounds charcoal, animal, coarse, for filters	04	per pound.
100	bushels charcoal, hardwood	60	per bushel.
300	coal baskets	1 00	each.
1,200	pounds cotton waste, wiping stuff, per sample,	35	per pound.
30	barrels coal tar	2 00	per barrel.
20	cans locomotive squirt, brass, per sample	3 00	each.
100	pounds chalk, white	01	per pound.
50	pounds chalk, red	10	per pound.
750	pounds candles, best sperm	10	per pound.
100	reams emery cloth, assorted	25 00	per ream.
100	pounds emery, assorted	09	per pound.
50	fishing lines, flax, 240 feet	1 00	each.
4	forges, complete	20 00	each.
20	grindstones, Ohio, 120 pounds each, mounted,	2 00	each.
1,500	glasses, for water gauges, such as may be required	30	each.
250	pounds ground glass, assorted	10	per pound.
200	pounds glue, best white	30	per pound.
36	yards jack chain, brass	20	per yard.
50	knives, shoe	.06	each.
25	knives, putty	06	each.
150	pounds lampwick, yarn	90	per pound.
50	pairs lamp scissors	25	per pair.
24	ladles, iron, for melting lead	30	each.
30	gross lampwicks, circular, per sample	2 00	per gross.
2,000	feet leather belting, single, 2 to 6 inches	30	per foot.
600	feet leather belting, double riveted, 4 to 12 inches	1 00	per foot.
30	barrels lime, slacked	2 00	per barrel.
50	dozen lamp-hooks, brass, for hanging up lanterns, per sample	50	per dozen.
750	pounds mercury, in flasks	90	per pound.
25	mouth-pieces	20	each.
10,000	pounds oatmeal, in barrels or half barrels	03	per pound.
20	oil pumps, hand	3 00	each.
500	pounds potash, in jars	10	per pound.
2,000	pounds packing, Italian hemp	25	per pound.
600	pounds packing cotton	60	per pound.
150	padlocks, brass	1 00	each.
250	pounds rotten-stone	06	per pound.
100	pounds sal ammoniac	20	per pound.
100	pounds sewing twine	35	per pound.
2,000	pounds sulphur, pulverized	05	per pound.
250	pounds soapstone, pulverized	01	per pound.
250	pounds soft solder	04	per pound.
100	pounds sheet brass	50	per pound.
10	reams sandpaper	3 00	per ream.
50	sewing palms, mounted	20	each.
20	papers sail needles	50	per paper.
25	scale beams, to weigh 500 pounds	1 00	each.
25	spring balances, to weigh 75 pounds by ounces,	2 60	each.
15	sixty-second glasses	40	each.
250	ship scrapers	30	each.
50	dozen shovels, scoop, steel	1 00	per dozen.

10 dozen shovels, flat, steel	$1	00	per dozen.
20,000 tacks, copper		20	per M.
75 paper tacks, iron cut		04	per paper.
25 pounds worsted yarn, for wicks		60	per pound.
100 pounds wire, steel, assorted		30	per pound.
250 pounds wire, copper, assorted		60	per pound.
150 pounds wire, brass, assorted		45	per pound.
100 pounds wire, iron, assorted		09	per pound.
500 feet wire rope, from $\frac{1}{4}$ to $\frac{7}{8}$ inch diameter		30	per foot.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 11, engineers' tools.

20 anvils, from 50 to 200 pounds, say 2,240 pounds in all	$0	10	per pound.
10 sets braces and bits, complete, 48 bits each	7	00	per set.
20 bench vices, $3\frac{1}{2}$ to $5\frac{1}{2}$ inches jaws, say 3,000 pounds		16	per pound.
100 boxwood rules, standard measure, 4 fold, per sample		25	each.
10 brass syringes, large size		20	each.
20 bellows for forges, from 24 to 30 inches	15	00	each.
20 bellows, hand		30	each.
50 belt awls and punches		18	each.
20 chests carpenter's tools, per sample, not to exceed $25	20	00	per chest.
50 pairs callipers, from 6 to 24 inches, per sample		50	per pair.
72 claw hammers, per sample		50	each.
50 pairs dividers, assorted		60	per pair.
50 drills, ratchet, such as may be required, best manufacture	10	00	each.
10 drills, breast, with drills complete	2	50	each.
10 dozen files, 16-inch, flat bastard	11	00	per dozen.
20 dozen files, 14-inch, flat bastard	7	40	per dozen.
20 dozen files, 12-inch, flat bastard	4	90	per dozen.
10 dozen files, 10-inch, flat bastard	3	80	per dozen.
8 dozen files, 8-inch, flat bastard	2	50	per dozen.
8 dozen files, 16-inch, half-round bastard	12	00	per dozen.
12 dozen files, 14-inch, half-round bastard	8	00	per dozen.
12 dozen files, 12-inch, half-round bastard	5	90	per dozen.
5 dozen files, 8-inch, half-round bastard	2	75	per dozen.
8 dozen files, 16-inch, flat smooth	15	00	per dozen.
12 dozen files, 14-inch, flat smooth	10	00	per dozen.
12 dozen files, 12-inch, flat smooth	6	90	per dozen.
8 dozen files, 10-inch, flat smooth	4	00	per dozen.
4 dozen files, 16-inch, half-round smooth	15	00	per dozen.
12 dozen files, 14-inch, half-round smooth	11	00	per dozen.
12 dozen files, 12-inch, half-round smooth	7	90	per dozen.
8 dozen files, 10-inch, half-round smooth	5	10	per dozen.
20 dozen files, square, assorted	6	00	per dozen.
20 dozen files, round, assorted	8	00	per dozen.
10 dozen files, triangular saw, assorted	3	25	per dozen.
10 forges, tinsmith's	10	00	each.
72 hatchets, cast steel, handled		60	each.
50 handsaws	1	00	each.

50 hacksaws, with frames	$1 00		each.
150 hacksaw blades, to suit frames		25	each.
10 hydraulic punches, to punch $\frac{3}{8}$-inch iron for $\frac{5}{8}$-inch rivets or bolts	100 00		each.
10 dozen nail gimlets, assorted		20	per dozen.
24 oil stones, say 36 pounds		90	per pound.
6 planers, hand, for iron	50 00		each.
25 planes, jack	1 00		each.
25 planes, smoothing		80	each.
50 pincers, wood, assorted		50	each.
50 plyers, assorted		30	each.
30 pairs pipe tongs, assorted	1 00		per pair.
8 dozen socket gouges, handled, assorted	3 00		per dozen.
8 dozen socket chisels, handled, from 1 to 4 inches	10 00		per dozen.
1 dozen scroll saws, 26 inches, $\frac{3}{8}$-inch wide, ground backs, Wilmarth's make	3 00		per dozen.
20 squares, steel, 2 feet	1 50		each.
20 shears, tinman's, assorted	6 00		each.
15 screw plates and taps, complete	8 00		each.
50 screwdrivers		20	each.
20 sets stocks, taps, and dies, (engineers',) to cut from $\frac{1}{2}$ to $1\frac{1}{4}$ inch, with case complete	10 00		per set.
30 sets stocks, taps, and dies, to cut from $\frac{1}{4}$ to $\frac{3}{4}$ inch, with case, complete	5 00		per set.
12 pairs stocks, with dies, complete, for cutting pipe, Nos. 1, 2, or 3, as may be required	2 00		per pair.
6 trowels	1 00		each.
6 turning lathes and tools, complete, for wood and iron	50 00		each.
20 tube expanders, such sizes as may be required	9 00		each.
25 vices, hand		60	each.
200 wood axes, cast steel	1 00		each.
30 wrenches, pipe, assorted	1 25		each.
25 dozen wrenches, screw, from 6 to 24 inches, best American, such as may be required	12 00		per dozen.
12 jackscrews, such as may be selected	6 00		each.
6 jacks, pulling, to stretch 2 feet, and pull 15 tons	100 00		each.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 12, engineers' instruments.

4 blowers, such as may be required	$60 00		each.
20 condensers, fresh water, such as may be required	50 00		each.
30 engine-room clocks, not to exceed $5	4 00		each.
6 engine counters, such as may be required	50 00		each.
2 gongs, 13 to 16 inches, with cranks, pulls, &c., complete	20 00		each.
4 gongs, 6 inches, with cranks, pulls, &c., complete	6 00		each.
5 gauges, vacuum, 6 to 8 inches, such as may be required	30 00		each.
30 gauges, steam, 6 inches, such as may be required	25 00		each.
20 gauges, steam, 8 inches, such as may be required	30 00		each.
300 hydrometers, saline	1 50		each.
20 hydrometers, test	2 00		each.

20	indicators, high and low pressure, as may be required	$60 00	each.
10	indicator springs	10	each.
50	salinometer cases	50 00	each.
20	steam-gauge springs	10	each.
6	steam-whistles, such as may be required	15 00	each.
300	thermometers, for salinometers, per pattern	1 50	each.
150	thermometers, for engine-room	1 00	each.
10	thermometers, high grade, per pattern	2 00	each.
250	dozen oil syphons, glass, assorted	50	per dozen.

To be delivered as required.

W. A. Wheeler, New York. Date of contract, July 21, 1863.

Brooklyn.—Class No. 13, steam pumps.

5	No. 1 steam pumps, such as may be required	$150 00	each.
8	No. 2 steam pumps, such as may be required	175 00	each.
12	No. 3 steam pumps, such as may be required	250 00	each.
3	No. 4 steam pumps, such as may be required	325 00	each.
2	No. 5 steam pumps, such as may be required	325 00	each.

To be delivered as required.

Felix Campbell, New York. Date of contract, July 17, 1863.

Brooklyn.—Class No. 14, wrought-iron pipes, valves, &c.

100	couplings, from $\frac{3}{8}$ to 3 inches	$0 30	each.
10	crosses, assorted	75	each.
50	cocks, for steam-gauges	75	each.
100	cast iron flanges, extra, assorted	75	each.
300	elbows, from $\frac{3}{8}$ to 3 inches, assorted	46	each.
10	globe valves, $\frac{1}{2}$-inch, with or without flanges	1 75	each.
12	globe valves, $\frac{3}{4}$-inch, with or without flanges	2 40	each.
15	globe valves, 1-inch, with or without flanges	3 40	each.
15	globe valves, $1\frac{1}{4}$-inch, with or without flanges	5 00	each.
10	globe valves, $1\frac{1}{2}$-inch, with or without flanges	6 00	each.
20	globe valves, 2-inch, with or without flanges	8 00	each.
20	globe valves, $2\frac{1}{2}$-inch, with or without flanges	14 00	each.
10	globe valves, 3-inch, with or without flanges	20 00	each.
6	globe valves, $3\frac{1}{2}$-inch, with or without flanges	26 00	each.
6	globe valves, 4-inch, with or without flanges	38 00	each.
15	globe oil cups, Nos. 2 to 5, as may be required	5 00	each.
100	nipples, $\frac{3}{8}$ to 3 inch, assorted	30	each.
100	reducers, assorted	30	each.
25	steam stop-cocks, double coupling, from $\frac{1}{4}$ to 1 inch	2 00	each.
25	steam stop-cocks, double coupling, from $1\frac{1}{4}$ to $2\frac{1}{2}$ inch	10 00	each.
100	tees, from $\frac{3}{8}$ to 3 inches, reducing if required	56	each.
150	unions, from $\frac{3}{8}$ to 3 inches, assorted	1 00	each.
250	feet wrought-iron pipe, $\frac{1}{4}$-inch	06	per foot.
250	feet wrought-iron pipe, $\frac{3}{8}$-inch	07	per foot.
250	feet wrought-iron pipe, $\frac{1}{2}$-inch	08	per foot.
300	feet wrought-iron pipe, $\frac{3}{4}$-inch	10	per foot.
500	feet wrought-iron pipe, 1-inch	14	per foot.
800	feet wrought-iron pipe, $1\frac{1}{4}$-inch	$18\frac{1}{4}$	per foot.
500	feet wrought-iron pipe, $1\frac{1}{2}$-inch	24	per foot.

800 feet wrought-iron pipe, 2-inch	0	$36	per foot.
800 feet wrought-iron pipe, 2½-inch		70	per foot.
500 feet wrought-iron pipe, 3-inch	1	00	per foot.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

BROOKLYN.—Class No. 15, tubes.

5,000 feet boiler tubes, iron, from 1¾ to 3 inches diameter	$0	60	per foot.
1,000 feet boiler tubes, iron, from 3¼ to 6 inches diameter	1	50	per foot.
10,000 pounds drawn brass tubes, for condensers, from ⅜ to 1¼ inch in diameter, of such lengths as may be required, and to be galvanized if necessary		40	per pound.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

BROOKLYN.—Class No. 16, steel.

15,000 pounds cast steel, extra, octagon, such as may be required	$0	20	per pound.
10,000 pounds cast steel, extra, square, such as may be required		20	per pound.
500 pounds blister steel, such as may be required		08	per pound.
800 pounds German steel, such as may be required		10	per pound.
750 pounds spring steel, such as may be required		12	per pound.

To be delivered as required.

BROOKLYN.—Class No. 17, iron nails, bolts, and nuts.

1,000 pounds bolts and nuts, assorted, ⅜ to 1¼ inch in diameter, and from 1½ to 4 inches long, thread to be cut	$0	15	per pound.
6,000 pounds iron cut nails, best American, from 4*d.* to 20*d.*		05 4/10	per pound.
200 papers iron finishing nails, from ¾ to 2 inches		12	per paper.
500 papers iron brads, from ⅜ to 2 inches		06	per paper.
300 gross brass screws, gimlet points, from ⅜ to 4 inches	2	00	per gross.
800 gross iron screws, gimlet points, from ⅜ to 4 inches	1	00	per gross.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 18, copper.

500 pounds copper, bolt, such as may be required	$0	35	per pound.
20,000 pounds copper, ingot		27	per pound.
1,500 pounds copper, sheet, from 1/16 to ⅜ inch thick		40	per pound.
100 pounds copper rivets, such as may be required		50	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

BROOKLYN.—Class No. 19, tin, zinc, &c.

5,000 pounds Banca tin	$0	42	per pound.
3,000 pounds Silesian spelter		08	per pound.

250 pounds spelter solder	$0	30	per pound.
5,000 pounds sheet lead, 3 to 6 pounds		10	per pound.
3 boxes tin plate, large and heavy	20	00	per box.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

BROOKLYN.—Class No. 20, white lead.

6,000 pounds white lead, in oil, in 25-pound kegs	$0	09½	per pound.

To be delivered as required.

J. M. STRONG, New York. Date of contract, August 8, 1863.

BROOKLYN.—Class 21, zinc, paint, &c.

2,000 pounds brown zinc paint, in oil, in 25-pound kegs	$0	04	per pound.
2,000 pounds white zinc paint, in oil, in 25-pound kegs		06	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

BROOKLYN.—Class No. 22, colored paints, dryers.

500 pounds chrome green	$0	08	per pound.
300 pounds gum shellac		75	per pound.
1,000 pounds litharge, dry		10	per pound.
2,000 pounds paint, (black,) ground in oil		08	per pound.
100 pounds patent dryers		10	per pound.
6,000 pounds red lead, dry		10	per pound.
1,000 pounds whiting, dry		01	per pound.

To be delivered as required.

D. LANSING LAMBERT, Brooklyn. Date of contract, August 11, 1863.

BROOKLYN.—Class No. 23, stationery.

200 books, (memorandum,) one quire thick, bound in leather and loops	$0	12	each.
50 books, (memorandum,) gilt edged		38	each.
50 books, (engineers' requisition,) printed per pattern	2	00	each.
50 books, expenditure, printed per pattern	2	50	each
4 dozen papers black sand, ½ pints		36	per dozen.
10 nests color saucers, 6 pieces each	1	00	per nest.
200 sheets drawing paper, double elephant		22	per sheet.
100 sheets drawing paper, elephant		12	per sheet.
25 drawing pens		38	each.
15 dozen drawing pens		25	per dozen.
5 sets drawing instruments, not to exceed $25	15	00	per set.
25 erasure knives, ivory handles		60	each.
3,000 envelopes, official	4	50	per M.
5,000 envelopes, letter	2	25	per M.
1,000 forms, printed, such as may be required	1	50	per hundred.
10 pounds gum-arabic, refined		35	per pound.
5 dozen bottles ink, red	2	00	per dozen.
150 bottles ink, black, ½ pints		09	per bottle.
20 pieces India ink		12	per piece.

150	inkstands, cork or glass, as may be required	$0 25	each.
150	log slates, double, hardwood frames	1 10	each.
25	penknives, 4 blades, Rodgers's best	1 50	each.
25	dozen penholders, assorted, to suit pens	10	per dozen.
50	dozen pencils, best black lead, drawing and assorted, "Faber's"	70	per dozen.
50	gross pens, steel, assorted	1 00	per gross.
5,000	pencils, slate, best Rutland	2 50	per M.
6	dozen pencils, camel's hair	25	per dozen.
15	reams paper, log, per sample	9 00	per ream.
30	reams paper, foolscap, regulation ruled, per sample	5 25	per ream.
30	reams paper, foolscap, faint-lined, ruled, per sample	4 00	per ream.
30	reams paper, letter, faint-lined, ruled, per sample	3 00	per ream.
10	reams paper, note, faint-lined, ruled, per sample	1 75	per ream.
20	reams paper, indicator, cut to pattern	7 00	per ream.
300	sheets paper, tracing, double elephant	12	per sheet.
15	pounds prepared rubber, ounce pieces	1 00	per pound.
3	reams paper, red and white blotting, best quality	25 00	per ream.
10	parallel rulers	1 50	each.
20	sets paper scales, 10 pieces each set	4 00	per set.
1,000	quills, No. 80	20 00	per M.
100	pieces red tape	02½	per piece.
50	sand-boxes, hard wood, best quality	16	each.
10	pounds sealing-wax, best red	1 00	per pound.
15	squares T, such as may be required	88	each.
500	yards tracing cloth, 36 inches wide	50	per yard.
5	pounds wafers, American	50	per pound.

To be delivered as required.

WATSON & PITTINGER, Brooklyn. Date of contract, July 17, 1863.

BROOKLYN.—Class No. 24, firewood.

200	cords pine wood	$9 00	per cord.

To be delivered as required.

BROOKLYN.—Class No. 25, hickory and ash plank and buts.

5,000	feet best 3-inch ash plank	$50 00	per M feet.
50	white heart hickory buts, from 10 to 14 feet long	3 75	each.
10,000	feet best 3-inch hickory plank	75	per M feet.

To be delivered as required.

J. W. DURYEE, New York. Date of contract, July 31, 1863.

BROOKLYN.—Class No. 26, white pine.

50,000	feet best white pine lumber, from 1 to 6 inches thick, board measure	$42 50	per M feet.

To be delivered as required.

BROOKLYN.—Class No. 27, black walnut, cherry.

3,000 feet black walnut, from 1 to 2 inches thick, board measure	$67 00 per M feet.
500 feet cherry, from 1 to 2 inches thick, board measure	60 00 per M feet.

To be delivered as required.

BROOKLYN.—Class No. 28, mahogany, white holly.

2,500 feet St. Domingo mahogany, from 1 to 3 inches thick, board measure	$135 00 per M feet.
250 feet white holly, 1 inch thick, board measure.	10 00 per 100 feet.

To be delivered as required.

WM. PORTER & SONS, New York. Date of contract, July 15, 1863.

BROOKLYN.—Class No. 29, lanterns.

500 globe lanterns, large or small, as may be required, per sample	$2 75 each.
120 engine-room lamps, solar, with reflectors, per sample	8 50 each.
200 bulkhead lanterns, square, with reflectors, per sample	6 50 each.
50 bull's-eye lanterns, per sample	1 00 each.
100 reflectors, for lamps, such as may be required	75 each.
600 lamp chimneys, such as may be required	06 each.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

BROOKLYN.—Class No. 30, lignumvitæ.

3 tons lignumvitæ, 10 to 19 inches diameter	$79 00 per ton.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

BROOKLYN.—Class No. 31, Dudgeon's pumps.

2 pumps, Dudgeon's, to lift 60 tons, and run out 9 inches	$190 00 each.
5 pumps, Dudgeon's, to lift 30 tons, and run out 12 inches	125 00 each.
15 pumps, Dudgeon's, to lift 15 tons, and run out 12 inches, and lift from the ground	75 00 each.
10 pumps, Dudgeon's, to lift 10 tons, and run out 12 inches, and lift from the ground	60 00 each.
10 pumps, Dudgeon's, to lift 7 tons, and run out 24 inches, and lift from the ground	55 00 each.
5 pumps, Dudgeon's, to lift 4 tons, and run out 24 inches, and lift from the ground	46 00 each.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

PHILADELPHIA.—Class No. 1, boiler iron, &c.

25,000 pounds boiler iron, assorted, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, length and breadth as required.....	$0 08	per pound.
25,000 pounds boiler iron, $\frac{3}{16}$ inch thick, for bunkers	07	per pound.
10,000 pounds round iron, assorted, from $\frac{1}{2}$ to 3 inches	05	per pound.
10,000 pounds flat iron, assorted, from 1 to 4 inches wide and from $\frac{1}{4}$ to 1 inch thick.....	05	per pound.
4,000 pounds sheet iron, from No. 6 to 14.....	06	per pound.
500 pounds iron rivets, assorted, from $\frac{1}{8}$ to $\frac{3}{8}$ inch thick, and from $\frac{1}{4}$ to 1 inch long.....	15	per pound.
2,500 pounds iron rivets, assorted, from $\frac{1}{2}$ to $\frac{3}{4}$ inch, and from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches long, as required	08½	per pound.
100 pounds angle iron, assorted sizes.....	06	per pound.

To be delivered as required.

GEORGE ADAMS, Boston. Date of contract.

PHILADELPHIA.—Class No. 3, boiler felting.

500 square yards boiler felting.....	$1 10	per yard.

To be delivered as required.

C. W. SCOFIELD. Date of contract, July 22, 1863.

PHILADELPHIA.—Class No. 4, gum packing, rubber hose, &c.

1,000 pounds gum packing.....	$0 90	per pound.
2,000 pounds hemp packing.....	30	per pound.
600 pounds cotton packing.....	60	per pound.
1,500 pounds sheet rubber.....	90	per pound.
775 pounds Tuck's packing, assorted.....	90	per pound.
700 feet rubber hose, $2\frac{1}{2}$ inches	70	per foot.
300 feet rubber hose, from 1 to 2 inches.....	40	per foot.
200 pounds rubber gaskets, as per pattern.....	90	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

PHILADELPHIA.—Class No. 5, sperm oil.

5,000 gallons sperm oil.....	$1 50	per gallon.

To be delivered as required.

JOHN W. SIMES & SON, Philadelphia. Date of contract, July 23, 1863.

PHILADELPHIA.—Class No. 6, linseed oil and turpentine.

100 gallons linseed oil.....	$1 30	per gallon.
25 gallons turpentine.....	3 80	per gallon.
25 gallons neats'-foot oil.....	1 00	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

PHILADELPHIA.—Class No. 7, lard oil.

1,500 gallons lard oil.....	$0 85	per gallon.

To be delivered as required.

WEED & WATERBURY, Elizabethport, N. J. Date of contract, July 27, 1863.

PHILADELPHIA.—Class No. 8, metallic oil.

1,000	gallons metallic oil	$1 17	per gallon.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

PHILADELPHIA.—Class No. 10, engineers' stores.

400	pounds anti-atirition metal	$0 52	per pound.
25	pounds borax	36	per pound.
200	Bath brick	08	each.
12	pounds beeswax	42	per pound.
600	brick, fire	35 00	per M.
75	brushes, whitewash	1 05	each.
12	brushes, dusting	42	each.
200	brushes, paint	75	each.
100	pounds brass, sheet, $\frac{1}{16}$	30	per pound.
150	brooms, hickory	20	each.
250	brooms, corn	30	each.
3,000	pounds cotton waste	36	per pound.
75	barrels charcoal	1 00	per barrel.
75	pounds chalk, white	02	per pound.
15	pounds chalk, red	03	per pound.
250	chimneys, lamp	20	each.
50	pounds copper wire	62	per pound.
25	papers copper tacks	50	per paper.
75	pounds emery, assorted	27	per pound.
40	reams emery cloth	30 00	per ream.
48	hammer handles	12	each.
36	sledge handles	2 50	each.
200	pounds lampwick	40	per pound.
20	dozen lampwick, circular	50	per dozen.
100	lamps, globe, with fenders	2 50	each.
12	lamps, swivel	4 50	each.
12	lamps, solar or astral	3 50	each.
1,200	pounds lead, sheet	12	per pound.
600	pounds lead, pig	09	per pound.
100	pounds spelter solder	30	per pound.
6	sides sole leather	10 00	per side.
200	feet double leather belting, riveted, and from 5 to 8 inches wide	60	per foot.
2	sides lacing leather	5 00	per side.
600	pounds mercury, in flasks	76	per pound.
1,000	pounds potash	08	per pound.
100	pounds rottenstone	05	per pound.
10	pounds rosin	15	per pound.
50	pounds iron wire	09	per pound.
50	papers iron tacks	10	per paper.
25	pounds sewing twine	60	per pound
30	pounds sal ammoniac	12	per pound.
250	pounds soapstone, pulverized	06	per pound.
300	pounds sulphur flour	11	per pound.
25	sewing palms	30	each.
125	sail needles	2 00	per 100.

250	scrubbing brushes	$0 25	each.
12	sand glasses, 60″	50	each.
12	sand glasses, 30″	50	each.
24	scissors, per sample	50	each.
2,000	pounds washers, assorted	12	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

PHILADELPHIA.—Class No. 11, engineers' tools.

650	pounds anvils	$0 16	per pound.
24	belt awls and punches	10	each.
4	bellows for forges, 30 inches	20 00	each.
12	boxwood rules, 4 fold, standard, 2 feet	50	each.
12	braces and bits	5 00	each.
6	calipers, large, 24 to 36 inches	50	each.
6	calipers, small, 6 to 12 inches	50	each.
12	claw hammers	1 00	each.
6	grindstones, mounted	6 00	each.
6	engine-room clocks	5 00	each.
36	dozen files, assorted, from 12 to 16 inches	5 00	per dozen.
4	forges with bellows, complete	20 00	each.
24	firmer chisels, assorted	20	each.
24	firmer gouges	20	each.
12	hatchets	80	each.
3	hydraulic jacks, to lift from foot, 10 to 15 tons	100 00	each.
6	hand bellows	30	each.
12	hack-saws and frames, complete	2 00	each.
30	hack-saw blades, to suit frames	30	each.
12	handsaws	1 00	each.
6	hand-vices	30	each.
18	plyers	20	each.
12	pincers	20	each.
12	screwdrivers	20	each.
12	shoe knives	20	each.
12	syringes	25	each.
6	steel squares	40	each.
200	ship scrapers	70	each.
2	screw punches and dies	30 00	each.
12	stones, oil	30	each.
12	steel dividers	30	each.
6	screw plates and taps, complete	50	each.
12	cast-steel wood axes	1 00	each.
6	stocks and dies and taps	6 00	per set.
150	steel coal shovels	1 00	each.
6	tinman's shears	6 00	each.
500	pounds vices	16	per pound.
8	wrenches, pawl	6 00	each.
36	wrenches, screw	1 50	each.
12	wrenches, pipe, assorted	1 00	each.

To be delivered as required.

C. W. SCOFIELD, New York. Date of contract, July 22, 1863.

PHILADELPHIA.—Class No. 12, engineers' instruments.

12	thermometers for engine-room	$1 50	each.
75	thermometers for salinometers	1 50	each.

175 saline hydrometers	$1 00	each.
6 thermometers, copper test	8 00	each.
6 steam-gauges, from 6 to 8 inches, as may be required	30 00	each.
2 steam-whistles	20 00	each.
6 scale beams, to weigh from 5 to 800 pounds	5 00	each.
12 spring balances	1 50	each.
6 indicators	20 00	each.
6 vacuum gauges, from 6 to 8 inches, as may be required	30 00	each.
3 metallic measuring lines, 100 feet	3 00	each.
4 complete gongs, 12 inches	25 00	each.

To be delivered as required.

H. D. Stover, New York. Date of contract, August 14, 1863.

Philadelphia.—Class No. 13, steam-pumps.

2 No. 2 steam-pumps, such as may be required	$200 00	each.
2 No. 3 steam-pumps, such as may be required	300 00	each.

To be delivered as required.

Philadelphia.—Class No. 14, wrought-iron pipe valves, &c.

200 feet of $\frac{3}{8}$-inch wrought-iron pipe	$0 08	per foot.
500 feet of $\frac{3}{4}$-inch wrought-iron pipe	14	per foot.
500 feet of 1-inch wrought-iron pipe	18	per foot.
150 elbows, from $\frac{3}{8}$ to 1 inch	20	each.
50 tees, from $\frac{3}{8}$ to 1 inch	30	each.
50 unions, from $\frac{3}{8}$ to 1 inch	50	each.
50 nipples, from $\frac{3}{8}$ to 1 inch	13	each.
50 cast-iron flanges, assorted	50	each.
12 finished steam stop-cocks, double coupling, from $\frac{1}{4}$ to 1 inch	2 50	each.
12 finished steam stop-cocks, double coupling, from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches	4 00	each.
12 globe oil cups, from No. 2 to 5, as may be required	20	each.
6 globe valves, $\frac{3}{8}$-inch, with or without flanges	1 40	each.
10 globe valves, $\frac{1}{2}$-inch, with or without flanges	1 70	each.
12 globe valves, 1-inch, with or without flanges	3 40	each.
12 globe valves, $1\frac{1}{4}$-inch, with or without flanges	5 00	each.
12 globe valves, 2-inch, with or without flanges	9 00	each.
12 globe valves, $2\frac{1}{2}$-inch, with or without flanges	14 00	each.
10 globe valves, 3-inch, with or without flanges	22 00	each.

To be delivered as required.

C. W. Scofield, New York. Date of contract, July 22, 1863.

Philadelphia.—Class No. 15, tubes.

3,000 feet iron boiler tubes, from $1\frac{3}{4}$ to 4 inches, as may be required	$0 50	per foot.
5,000 pounds drawn brass tubes for condensers, $\frac{3}{8}$ to $1\frac{1}{4}$ inch in diameter, and such lengths as may be required, and to be galvanized if necessary	50	per pound.

To be delivered as required.

PHILADELPHIA.—Class No. 16, steel.

800 pounds octagon cast steel, from ½ to 1 inch	$0 22	per pound.
200 pounds round cast steel, from ½ to 1¼ inch	18	per pound.
250 pounds square cast steel, from ½ to 1½ inch	20	per pound.
200 pounds flat cast steel, from ¼ to 4 inches wide, and from ¼ to ½ inch thick	20	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

PHILADELPHIA.—Class No. 17, iron nails, bolts and nuts.

200 pounds nails, assorted	$0 08	per pound.
2,500 pounds bolts and nuts, assorted	14	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

PHILADELPHIA.—Class No. 18, copper.

60 sheets copper, 40 pounds each, 30 by 60 inches	$0 40	per pound.
30 sheets copper, 45 pounds each, 30 by 60 inches	40	per pound.
30 sheets copper, 60 pounds each, 30 by 60 inches	40	per pound.
20 sheets copper, 80 pounds each, 30 by 60 inches	40	per pound.
12 sheets copper, 100 pounds each, 30 by 60 inches	40	per pound.
10 sheets copper, 120 pounds each, 30 by 60 inches	40	per pound.
6 sheets copper, 145 pounds each, 36 by 72 inches	40	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

PHILADELPHIA.—Class No. 20, white lead.

4,000 pounds white lead	$0 09¾	per pound.

To be delivered as required.

J. M. STRONG, New York. Date of contract, August 8, 1863.

PHILADELPHIA.—Class No. 21, zinc paint.

1,000 pounds zinc paint	$0 04	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

PHILADELPHIA.—Class No. 22, colored paints and dryers.

3,000 pounds red lead, dry	$0 10	per pound.
900 pounds black paint, in oil	09	per pound.
40 pounds lampblack	08	per pound.
200 pounds litharge	10	per pound.
200 pounds chrome green, dry	12	per pound.
300 pounds chrome green, in oil	15	per pound.
20 gallons copal varnish	3 00	per gallon.
50 pounds chrome yellow, dry	15	per pound.
100 gallons Japan dryer	2 00	per gallon.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

PHILADELPHIA.—Class No. 23, stationery.

50 books, account, per pattern	$1 00	each.
100 books, memorandum, per pattern	25	each.
12 books, requisition, per pattern	4 50	each.
12 bottles mucilage, with brushes, per bottle	20	each.
18 pieces ink, India, best, per piece	20	each.
12 pieces ink saucers, per piece	12	each.
24 inkstands, per pattern	60	each.
12 bottles ink, red, (carmine,) small, per bottle	15	each.
48 pints ink, black, (pints,) per pint	20	each.
36 pieces India-rubber, per piece	10	each.
20 quires paper, envelope, large size	50	per quire.
2 reams paper, cartridge	10 00	per ream.
100 sheets paper, drawing, double elephant	40	per sheet.
50 sheets paper, drawing, elephant	30	per sheet.
50 sheets paper, tracing	50	per sheet.
15 reams paper, letter, per sample	4 50	per ream.
20 reams paper, cap, per sample	5 00	per ream.
150 pins, drawing	04	each.
6 dozen pencils, drawing, Nos. 3 and 4	50	per dozen.
6 dozen pencils, lead, Faber's best	50	per dozen.
100 yards tracing cloth	75	per yard.
25 gross pens, steel	1 50	per gross.
6 dozen penholders	50	per dozen.
200 envelopes, official	10 00	per M.
200 envelopes, letter	5 00	per M.
36 slates, log, double	1 50	each.
1,000 slate pencils, best Rutland	5 00	per M.
12 sand boxes, best	75	each.
5 quarts sand, black	12	per quart.
25 pieces red tape	05	per piece.
4 pounds wax, sealing	1 25	per pound.
6 penknives, 4 blades	1 25	each.
6 erasers, ivory handles	50	each.

To be delivered as required.

CHARLES M. GHRISKY, Philadelphia. Date of contract, July 21, 1863.

PHILADELPHIA.—Class No. 24, firewood.

36 cords pine wood	$8 00	per cord.

To be delivered as required.

C. E. PENNOCK & Co., Philadelphia. Date of contract, July 20, 1863.

WASHINGTON.—Class No. 1, boiler iron, &c.

2,000 pounds angle iron, 3 by 3 inches	$0 10	per pound.
15,000 pounds bar iron, $\frac{3}{8}$ to $1\frac{1}{2}$ inch diameter	04½	per pound.
8,000 pounds bar iron, $1\frac{1}{2}$ by $\frac{3}{8}$ inch	04½	per pound.
8,000 pounds bar iron, 2 by $\frac{1}{2}$ inch	04½	per pound.
5,000 pounds bar iron, $\frac{1}{2}$ to 2 inches square	04½	per pound.
150,000 pounds boiler plate iron, $\frac{1}{16}$ to $\frac{1}{2}$ inch thick, 24 to 76 inches wide, 4 to 14 feet long	07½	per pound.

5,000 pounds rivets, $\frac{5}{8}$ to $\frac{1}{2}$ inch diameter, $1\frac{1}{2}$ to $1\frac{3}{4}$ inch long	$0 08	per pound.
10,000 pounds T iron, 3 by 3 inches, 16 feet long	10	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 21, 1863.

WASHINGTON.—Class No. 2, pig iron.

200 tons American charcoal pig iron, No. 1	$43 50	per ton.

To be delivered as required.

EPHRAIM WHEELER, Washington. Date of contract, July 15, 1863.

WASHINGTON.—Class No. 3, boiler felting.

3,000 square yards boiler felting, best quality, 1 inch thick, made on strong felt or canvas backing	$1 25	per square yard.

To be delivered as required.

JOSEPH L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

WASHINGTON.—Class No. 4, gum packing, rubber hose, &c.

1,000 feet 1-inch gum hose, leading, 3-ply	$0 35	per foot.
1,000 feet $1\frac{1}{4}$-inch gum hose, leading, 3-ply	40	per foot.
1,000 feet $1\frac{1}{2}$-inch gum hose, leading, 3-ply	45	per foot.
1,000 feet $1\frac{3}{4}$-inch gum hose, leading, 4-ply	54	per foot.
1,000 feet 2-inches gum hose, leading, 4-ply	60	per foot.
1,000 feet $2\frac{1}{4}$-inches gum hose, leading, 4-ply	82	per foot.
50 feet $1\frac{1}{2}$-inch gum hose, suction, on brass wire	1 25	per foot.
50 feet $1\frac{3}{4}$-inch gum hose. suction, on brass wire	1 40	per foot.
50 feet 2-inches gum hose, suction, on brass wire	1 65	per foot.
50 feet $2\frac{1}{4}$-inches gum hose, suction, on brass wire	2 00	per foot.
50 feet $2\frac{1}{2}$-inches gum hose, suction, on brass wire	2 25	per foot.
24 hose pipes (brass) to fit each size leading hose	5 00	each.
24 hose couplings (brass) to fit each size leading hose	2 00	per pound.
24 hose couplings (brass) 2 pair to fit each size suction hose	5 00	per pair.
500 pounds pure gum, for foot valves, from $\frac{1}{2}$ to 1 inch thick, as ordered	95	per pound.
6,000 pounds Tuck's packing, $\frac{1}{2}$ to $1\frac{1}{4}$ inch square, as ordered	1 00	per pound.
6,000 pounds Tuck's packing, $\frac{1}{4}$ to $1\frac{1}{4}$ inch round, as ordered	95	per pound.
6,000 pounds vulcanized gum, with cloth inserted, from $\frac{1}{32}$ to $\frac{1}{2}$ inch thick, as ordered	80	per pound.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

WASHINGTON.—Class No. 5, sperm oil.

6,000 gallons sperm oil, winter-strained	$1 75	per gallon.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 15, 1863.

WASHINGTON.—Class No. 6, linseed oil and turpentine.

600 gallons linseed oil, boiled, in 10-gallon cans....	$1 40	per gallon.
300 gallons spirits turpentine, in 5-gallon cans	4 00	per gallon.

To be delivered as required.

H. D. STOVER, New York. Date of contract, August 14, 1863.

WASHINGTON.—Class No. 7, lard oil.

6, 000 gallons lard oil, for lubricating, equal to E. G. Alden & Co.'s extra lard oil	$0 85	per gallon.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 15, 1863.

WASHINGTON.—Class No. 8, metallic oil, &c.

250 gallons kerosene oil, refined, in 5-gallon cans...	$0 70	per gallon.
250 gallons neat's-foot oil, best quality.....	1 16	per gallon.
25 gallons sweet oil, best quality, in 1-gallon cans..	2 00	per gallon.

To be delivered as required.

WASHINGTON.—Class No. 9, tallow and soap.

100 pounds soap, castile.....	$0 15	per pound.
12, 000 pounds soap, hard brown	10	per pound.
12, 000 pounds soap, saltwater	08	per pound.
8, 000 pounds tallow, pure.....	$12\frac{9}{10}$	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

WASHINGTON.—Class No. 10, engineers' stores.

2,000 bags coal, as per sample.....	$0 45	each.
500 baskets coal, as per sample.....	75	each.
1,200 Bath brick.....	07	each.
300 pounds borax, for welding steel	36	per pound.
100 pounds brass, sheet, $\frac{1}{16}$ inch thick, 2 inches wide.....	52	per pound.
150 dozen brooms, corn.....	3 75	per dozen.
50 dozen brooms, hickory.....	3 00	per dozen.
35 dozen brushes, flue, whalebone, $1\frac{1}{2}$ to 9 inches diameter.....	60 00	per dozen.
6 dozen brushes, hand dusting	4 00	per dozen.
2 dozen brushes, lamp chimney, as per sample.	4 00	per dozen.
16 dozen brushes, paint, 000000.....	15 00	per dozen.
4 dozen brushes, sash-tool, No. 6	3 50	per dozen.
4 dozen brushes, sash-tool, No. 8	4 50	per dozen.
20 dozen brushes, clamp scrub, with long handles,	9 50	per dozen.
30 dozen brushes, hand scrub.....	3 50	per dozen.

12 dozen brushes, whitewash, ten (10) knot	$12 00	per dozen.
1 gross candlesticks, with lamps to fit same	24 00	per gross.
25 pounds chalk, red	02	per pound.
100 pounds chalk, white	02	per pound.
300 yards cotton canvas, No. 1	1 25	per yard.
10,000 pounds cotton waste, in balls, 50, 75, and 100 pounds	34	per pound.
200 pounds emery, assorted	24	per pound.
100 reams emery cloth, 10 by 12, assorted, fine and coarse	30 00	per ream.
50 pounds emery flour	30	per pound.
10 barrels fire-clay	3 00	per barrel.
50 pounds ground glass, fine	10	per pound.
100 pounds hoserivets and burrs, copper, assorted sizes	19	per pound.
6 gross lamps, hand, brass, as per sample	6 00	per gross.
3 dozen lamps, solar, large size, double-acting bracket, with chimneys and globes complete, gilt brass frames	110 00	per dozen.
3 dozen lamps, solar, second size, double-acting bracket, with chimneys and globes complete, gilt brass frames	87 50	per dozen.
2 dozen lamps, for burning coal oil, large size, double-acting bracket, with chimneys and globes complete, gilt brass frames	125 00	per dozen.
2 dozen lamps, for burning coal oil, second size, double-acting bracket, with chimneys and globes complete, gilt brass frames	87 50	per dozen.
24 dozen lanterns, globe, No. 1, brass frames, globe 8 inches diameter	30 00	per dozen.
24 dozen lanterns, globe, No. 2, brass frames, globe 7 inches diameter	25 00	per dozen.
4 dozen lanterns, globe, brass frames, cut glass, globe 8 inches diameter	32 00	per dozen.
2 dozen lanterns, globe, double-thick glass, 12 inches diameter, (for oil,) No. 000, with brass frames	65 00	per dozen.
The globe lanterns and bracket lamps to be similar to those described in Porter's catalogue, pages 33 to 47.		
4 dozen lanterns, square, for engine-room, cut glass, 11 by 13½ inches, brass frames, silvered reflectors, similar to those described in Porter's catalogue, page 30	140 00	per dozen.
6 dozen lamp chimneys, extra, for coal oil bracket lamps	1 50	per dozen.
6 dozen lamp globes, extra, for coal oil bracket lamps	5 00	per dozen.
12 gross lampwicks, for coal oil bracket lamps	1 25	per gross.
6 gross lampwicks, for solar bracket lamps	1 25	per gross.
12 gross lampwicks, as per sample	1 25	per gross.
1,500 pounds lampwick yarn, as per sample	45	per pound.
30 gross lampwick yarn, wove, round and flat	1 00	per gross.
2,000 pounds leather, best quality, for belts; sides to weigh from 18 to 22 pounds each	35	per pound.

2,000 pounds leather, best quality, for hose; sides to weigh from 16 to 20 pounds each	$0 35	per pound.
25 sides leather, best quality, for lacing	2 98	per side.
10 sides leather, best quality, for pumps; sides to weigh not less than 28 pounds	8 50	per side.
1 dozen leather skins, buff	9 00	per dozen.
12 barrels lime, for whitewashing	1 75	per barrel.
200 feet line, grass, fine	10	per foot.
4 dozen lines, for indicators, as per sample	2 00	per dozen.
4 dozen log slates, single	5 00	per dozen.
4 dozen log slates, large, double	15 00	per dozen.
3 dozen mats for engine-room, as per sample	18 00	per dozen.
100 pounds mercury, in 10-pound jugs	1 00	per pound.
10,000 pounds oakum, best quality, long thread	10	per pound.
1,000 pounds oatmeal, best quality, in barrels	09	per pound.
60 dozen oil cans, brass, squirt	4 50	per dozen.
75 yards oil-cloth, as per sample	1 00	per yard.
1 dozen oil cups, globe, for cylinders, as per sample	80 00	per dozen.
100 oil feeders, brass, assorted sizes	60	each.
4 dozen oil spigots, brass, assorted sizes	3 50	per dozen.
50 oil trays, for oil cans	50	each.
3,000 pounds packing yarn, cotton, 30-pound packages	35	per pound.
4,000 pounds packing yarn, hemp, 25, 50, 75, and 100 pound packages	32	per pound.
6 dozen padlocks, brass	12 00	per dozen.
200 pounds plumbago, pulverized	10	per pound.
800 pounds potash, for cleaning machinery	08	per pound.
1 barrel rosin, No. 1	40 00	per barrel.
100 pounds rotten-stone, pulverized	05	per pound.
100 pounds sal ammoniac	11	per pound.
12 gross screws, brass, with half-round heads, 1 to 1½ inch long	1 75	per gross
200 pounds soapstone, pulverized	06	per pound.
300 pounds solder, braizers' long-grained	32	per pound.
50 spittoons, brass, 10 inches diameter	1 75	each.
200 pounds sulphur flour	11	per pound.
6 gross tripoli powder	1 00	per gross.
50 dozen water-gauge tubes, glass, ½ to 1 inch diameter, 10 to 20 inches long	5 50	per dozen.
200 pounds wire, brass, for bells, assorted sizes	52	per pound.
200 pounds wire, copper, for bells, assorted sizes	62	per pound.
200 pounds wire, iron, for bells, assorted sizes	09	per pound.
200 pounds wire, steel, $\frac{1}{16}$ to $\frac{3}{8}$ inch diameter	31	per pound.

To be delivered as required.

J. L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

WASHINGTON.—Class No. 11, engineers' tools.

12 anvils, assorted sizes	$15 00	each.
1 dozen awls, for belt sewing	75	per dozen.
20 axes, for cutting wood	1 40	each.
24 bellows, smiths', 32 inches wide, 44 inches long, exclusive of pipe, which is to be 10 inches long, as per sample	12 00	each.

6 sets braces and bits	$4 50	per set.
5 dozen callipers, steel, with slide and thumb-screw, assorted sizes	6 00	per dozen.
12 dozen callipers, spring, with slide and thumb-screw, assorted sizes	5 75	per dozen.
4 skeins catgut, large, for drill bows	50	per skein.
5 dozen dividers, steel, with slide and thumb-screw, assorted sizes	6 00	per dozen.
12 dozen dividers, spring, assorted sizes	5 75	per dozen.
15 fiddle drills, bows and all complete	1 00	each.
12 dozen files, 6-inch, flat bastard	2 00	per dozen.
12 dozen files, 8-inch, flat bastard	3 00	per dozen.
12 dozen files, 10-inch, flat bastard	4 00	per dozen.
12 dozen files, 12-inch, flat bastard	5 00	per dozen.
12 dozen files, 14-inch, flat bastard	7 00	per dozen.
10 dozen files, 6-inch, half-round bastard	2 00	per dozen.
12 dozen files, 8-inch, half-round bastard	3 00	per dozen.
12 dozen files, 10-inch, half-round bastard	4 00	per dozen.
12 dozen files, 12-inch, half-round bastard	5 00	per dozen.
12 dozen files, 14-inch, half-round bastard	7 50	per dozen.
6 dozen files, 4-inch, round bastard	1 50	per dozen.
6 dozen files, 6-inch, round bastard	2 00	per dozen.
6 dozen files, 8-inch, round bastard	3 00	per dozen.
6 dozen files, 10-inch, round bastard	4 00	per dozen.
6 dozen files, 12-inch, round bastard	5 00	per dozen.
6 dozen files, 14-inch, round bastard	7 50	per dozen.
4 dozen files, 16-inch, round bastard	14 00	per dozen.
6 dozen files, 8-inch, square bastard	3 00	per dozen.
6 dozen files, 10-inch, square bastard	4 00	per dozen.
6 dozen files, 12-inch, square bastard	5 00	per dozen.
6 dozen files, 14-inch, square bastard	7 00	per dozen.
6 dozen files, 8-inch, fine or smooth, half-round and flat, "Stubbs's"	4 50	per dozen.
6 dozen files, 10-inch, fine or smooth, half-round and flat, "Stubbs's"	7 00	per dozen.
6 dozen files, 12-inch, fine or smooth, half-round and flat, "Stubbs's"	10 00	per dozen.
6 dozen files, 14-inch, fine or smooth, half-round and flat, "Stubbs's"	14 00	per dozen.
24 dozen files, 4-inch, handsaw	1 60	per dozen.
1 dozen half-round wood rasps, 14-inch	9 00	per dozen.
36 grindstones, 18 inches diameter, 2½ inches face, fitted complete, ready for use	7 50	each.
36 hack-saws, framed with iron	2 00	each.
72 hack-saw blades	60	each.
24 handsaws	1 50	each.
36 hammers, steel, boiler maker's riveting	70	each.
36 hammers, steel, chipping and ball riveting	90	each.
36 hammers, tack	25	each.
50 hatchets, medium size	75	each.
2 hydraulic jacks, 10 tons	90	each.
2 hydraulic jacks, 10 tons, suspending	75	each.
2 dozen knives, pallet	6 00	per dozen.
5 dozen knives, sail	4 00	per dozen.
6 dozen mauls, pin, steel-faced, for breaking coal	15 00	per dozen.
2 dozen nippers, cutting	6 00	per dozen.

6 dozen oilstones, Turkey	$7	00	per dozen.
1 dozen punchers, for belts	3	00	per dozen.
6 punchers, screw, for $\frac{3}{8}$-inch boiler iron	25	00	each.
2 dozen pliers, assorted sizes	3	00	per dozen.
2 dozen pliers, assorted sizes, round-nosed	3	00	per dozen.
30 ratchets, for drilling, assorted sizes, best quality	9	00	each.
6 dozen rules, boxwood, 4 fold, 1 foot	1	50	per dozen.
6 dozen rules, boxwood, 4 fold, 2 feet, brass bound	7	50	per dozen.
72 pairs scissors, lamp		50	per pair.
3 dozen screw-drivers	6	00	per dozen.
1 dozen screw plates and taps, $\frac{1}{16}$ to $\frac{3}{8}$ inch	9	00	per dozen.
30 pairs shears, steel, tinner's, assorted sizes	2	00	per pair.
20 dozen shovels, steel, scoop	15	00	per dozen.
1 dozen snips, tinner's, assorted sizes	20	00	per dozen.
15 sets stocks, taps, and dies, complete, $\frac{3}{8}$, $\frac{1}{2}$ $\frac{5}{8}$, $\frac{3}{4}$, $\frac{7}{8}$, and 1 inch, as per sample	5	00	per set.
15 tape lines, metallic, assorted lengths	2	75	each.
1 dozen tape lines, metallic, spring, pocket, 8 to 10 feet long	5	00	per dozen.
1 dozen try squares, 4 to 8-inch blade, for machinist's use	4	00	per dozen.
36 vices, bench, steel-faced, parallel, assorted sizes	4	50	each.
24 vices, hand, steel-faced, assorted sizes		75	each.
24 wire gauges	1	50	each.
12 wood-horses and saws		50	each.
12 dozen wrenches, pipe, adjustable, assorted sizes	15	00	per dozen.
1 dozen wrenches, ratchet, large, as per sample	24	00	per dozen.
20 dozen wrenches, screw, 9-inch	9	00	per dozen.
20 dozen wrenches, screw, 12-inch	12	00	per dozen.
20 dozen wrenches, screw, 15-inch	15	00	per dozen.
10 dozen wrenches, screw, 18-inch	18	00	per dozen.
10 dozen wrenches, screw, 24-inch	24	00	per dozen.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 21, 1863.

WASHINGTON.—Class No. 12, engineers' instruments.

36 clocks, marine, 6 and 8 inches face	$5	00	each.
6 sets drawing instruments, mathematical, in small boxes, with scales, as per sample	15	00	per set.
15 gongs, for engine-room, as per sample	3	50	each.
30 gauges, steam, (Ashcroft's,) assorted sizes	22	50	each.
30 gauges, vacuum, (Ashcroft's,) assorted sizes	22	50	each.
10 gauges, mercurial, assorted sizes	5	00	each.
24 dozen hydrometers, as per sample	9	00	per dozen.
4 indicators, steam-engine, in boxes, as per sample	75	00	each.
6 platform scales, 500 pounds	20	00	each.
12 registers, steam-engine, with clocks combined, best quality, assorted sizes, per sample	100	00	each.
12 salinometer pots, with thermometers and hydrometers attached, all complete	75	00	each.
12 spring balances, 200 pounds	5	00	each.
2 dozen thermometers, for condensers, as per sample	18	00	per dozen.
24 dozen thermometers, in brass cases, as per sample	16	50	per dozen.
24 dozen thermometers, for salinometer vats	20	00	per dozen.

To be delivered as required.

J. L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

WASHINGTON.—Class No. 13, steam-pumps.

3 steam-pumps, (Woodworth's,) cylinder, 6 inches diameter	$165 00	each.
3 steam-pumps, (Woodworth's,) cylinder, 8 inches diameter	260 00	each.
3 steam-pumps, (Woodworth's,) cylinder, 10 inches diameter	423 00	each.

To be delivered as required.

J. W. THOMPSON & Co., Washington. Date of contract, July 22, 1863.

WASHINGTON.—Class No. 14, wrought-iron pipe, valves, &c.

500 fillings, malleable iron, assorted, to fit pipes, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2, $2\frac{1}{2}$ inches diameter	$0 12	each.
50 $\frac{1}{4}$-inch globe valves for steam pipes	1 10	each.
100 $\frac{1}{2}$-inch globe valves for steam pipes	1 40	each.
100 $\frac{3}{4}$-inch globe valves for steam pipes	2 00	each.
100 1-inch globe valves for steam pipes	2 80	each.
100 $1\frac{1}{4}$-inch globe valves for steam pipes	3 75	each.
75 $1\frac{1}{2}$-inch globe valves for steam pipes	4 95	each.
50 $1\frac{3}{4}$-inch globe valves for steam pipes	5 30	each.
50 2-inch globe valves for steam pipes	7 65	each.
50 $2\frac{1}{2}$-inch globe valves for steam pipes	12 00	each.
300 feet steam pipe, (wrought iron,) $\frac{1}{4}$ inch diameter.	08	per foot.
300 feet steam pipe, (wrought iron,) $\frac{1}{2}$ inch diameter.	09	per foot.
300 feet steam pipe, (wrought iron,) $\frac{3}{4}$ inch diameter.	13	per foot.
300 feet steam pipe, (wrought iron,) 1 inch diameter.	17	per foot.
300 feet steam pipe, (wrought iron,) $1\frac{1}{4}$ inch diameter	26	per foot.
200 feet steam pipe, (wrought iron,) $1\frac{1}{2}$ inch diameter	32	per foot.
200 feet steam pipe, (wrought iron,) $1\frac{3}{4}$ inch diameter	36	per foot.
200 feet steam pipe, (wrought iron,) 2 inches diameter	45	per foot.
200 feet steam pipe, (wrought iron,) $2\frac{1}{2}$ inches diameter	85	per foot.

To be delivered as required.

J. L. SAVAGE, Brooklyn. Date of contract, July 28, 1863.

WASHINGTON.—Class No. 15, tubes.

60 boiler tubes, (lap-welded,) $2\frac{1}{2}$ inches diameter, $4\frac{1}{2}$ to 8 feet long, as ordered	$4 50	each.
60 boiler tubes, (lap-welded,) 3 inches diameter, 6 to 10 feet long, as ordered	4 65	each.
60 boiler tubes, (lap-welded,) $3\frac{1}{2}$ inches diameter, 6 to 10 feet long, as ordered	5 85	each.
60 boiler tubes, (lap-welded,) 4 inches diameter, 8 to 15 feet long, as ordered	11 00	each.
30 boiler tubes, (lap-welded,) 6 inches diameter, 8 to 15 feet long, as ordered	22 00	each.
30 boiler tubes, (lap-welded,) 7 inches diameter, 8 to 15 feet long, as ordered	33 00	each.

To be delivered as required.

WASHINGTON.—Class No. 16, steel.

500 pounds cast steel, $\frac{1}{2}$ to 1 inch round	$0 18	per pound.
3,000 pounds cast steel, $\frac{1}{2}$ to 1 inch square	23	per pound.
1,000 pounds cast steel, 4 inches square	26	per pound.
32 pieces cast steel, $\frac{7}{8}$ inch thick, 4 inches wide, 45 inches long	7 24	each.
8 pieces cast steel, $\frac{7}{8}$ inch thick, $6\frac{1}{2}$ inches wide, 45 inches long	9 26	each.
3,000 pounds shear steel, $\frac{1}{2}$ inch thick, from 1 inch to 3 inches wide	22	per pound.

To be delivered as required.

WASHINGTON.—Class No. 17, iron nails, bolts, nuts, &c.

500 pounds $\frac{3}{8}$-inch nuts, (hot punched,) 6 sided	$0 12	per pound.
500 pounds $\frac{1}{2}$-inch nuts, (hot punched,) 6 sided	12	per pound.
1,000 pounds $\frac{5}{8}$-inch nuts, (hot punched,) 6 sided	10	per pound.
1,000 pounds $\frac{3}{4}$-inch nuts, (hot punched,) 6 sided	10	per pound.
1,000 pounds $\frac{7}{8}$-inch nuts, (hot punched,) 6 sided	10	per pound.
1,000 pounds 1-inch nuts, (hot punched,) 6 sided	10	per pound.
1,000 pounds $1\frac{1}{4}$-inch nuts, (hot punched,) 6 sided	10	per pound.
1,000 pounds $1\frac{1}{2}$-inch nuts, (hot punched,) 6 sided	10	per pound.
300 pounds $\frac{3}{8}$-inch washers, (wrought iron,)	13	per pound.
500 pounds $\frac{1}{2}$-inch washers, (wrought iron,)	12	per pound.
500 pounds $\frac{5}{8}$-inch washers, (wrought iron,)	11	per pound.
500 pounds $\frac{3}{4}$-inch washers, (wrought iron,)	10	per pound.
500 pounds $\frac{7}{8}$-inch washers, (wrought iron,)	10	per pound.
500 pounds 1-inch washers, (wrought iron,)	10	per pound.
500 pounds $1\frac{1}{4}$-inch washers, (wrought iron,)	10	per pound.
500 pounds $1\frac{1}{2}$-inch washers, (wrought iron,)	10	per pound.

To be delivered as required.

WASHINGTON.—Class No. 18, copper.

50,000 pounds ingot copper, best quality	$0 $30\frac{95}{100}$	per pound.

To be delivered as required.

WASHINGTON.—Class No. 19, tin, lead, and zinc.

20,000 pounds lead, (best Missouri,)	$0 $09\frac{1}{2}$	per pound.
2,000 pounds pipe, (lead,) $\frac{3}{4}$ to 3 inches diameter, as ordered	$12\frac{1}{2}$	per pound.
1,000 feet pipe, (brass,) for railing, $\frac{3}{4}$ to $1\frac{1}{2}$ inch diameter, as ordered	65	per foot.
6,000 pounds tin, (English or Banca,)	47	per pound.
500 pounds zinc, (sheet,) as per sample	14	per pound.
2,000 pounds zinc, slab	$08\frac{1}{2}$	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

WASHINGTON.—Class No. 20, white lead.

1,500 pounds pure white lead, in oil, 25-pound kegs	$0 10	per pound.

To be delivered as required.

J. M. STRONG, New York. Date of contract, August 8, 1863.

WASHINGTON.—Class No. 21, zinc paint.

1,500 pounds pure white zinc paint, in oil, 25-pound kegs	$0 42	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, July 15, 1863.

WASHINGTON.—Class No. 22, colored paint, dryers.

125 pounds chrome green, dry, in 1-pound packages	$0 20	per pound.
100 pounds lampblack, in 5-pound packages	10	per pound.
25 pounds litharge, dry, in 1-pound packages	13	per pound.
1,200 pounds red lead, in 25-pound kegs	12	per pound.
25 gallons varnish, Demar, in 1-gallon cans	5 00	per gallon.
6 pounds vermilion, English, dry, in ½-pound packages	1 40	per pound.
25 gallons zinc dryers, in 5-gallon cans	1 85	per gallon.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 21, 1863.

WASHINGTON.—Class No. 23, stationery.

3 dozen books, blank, 4 quires, ruled, as per sample	$12 00	per dozen.
3 dozen books, blank, 3 quires, ruled, as per sample	12 00	per dozen.
6 dozen books, memorandum, assorted sizes	4 00	per dozen.
15 dozen drawing tacks, steel, blued	75	per dozen.
3,000 envelopes, letter, straw and yellow, assorted	4 50	per M.
3,000 envelopes, official, straw and yellow, assorted,	8 50	per M.
3,000 envelopes, official, white, assorted	9 50	per M.
3,000 envelopes, letter, white, assorted	5 00	per M.
3,000 envelopes, note, white, assorted	4 50	per M.
3 dozen erasers	5 00	per dozen.
6 dozen pieces India-rubber, not less than 1 by 1½ inch	2 00	per dozen.
20 dozen ink, black, in ½-pint bottles	1 50	per dozen.
20 dozen ink, black, in 1-pint bottles	2 50	per dozen.
5 dozen ink, red, in ½-pint bottles	2 00	per dozen.
5 dozen ink, red, in small bottles, Davids's best carmine	2 00	per dozen.
5 dozen inkstands, hydrometer	7 50	per dozen.
5 dozen knives, best quality, 4-bladed Congress, or equal	12 00	per dozen.
6 dozen mucilage, large bottles	2 50	per dozen.
6 dozen mucilage, small bottles	2 00	per dozen.
5 reams paper, cap, fine, ruled	5 00	per ream.
25 reams paper, cap, ruled, best quality	5 00	per ream.
25 reams paper, regulation, ruled, as per sample	6 50	per ream.
25 reams paper, letter, ruled, best quality	4 50	per ream.
6 reams paper, log, as per sample	10 00	per ream.
15 reams paper, note, as per sample	3 00	per ream.

6 reams paper, yellow envelope	$6 50	per ream.
6 reams paper, white card blotting	12 00	per ream.
500 sheets paper, double elephant, drawing	40	per sheet.
3 dozen folders, ivory	6 00	per dozen.
50 dozen pencils, (Faber's,) black lead, Nos. 1, 2, 3, 4	50	per dozen.
6 dozen pencils, (Faber's,) carmine and blue	1 50	per dozen.
6 gross penholders, gutta-percha	5 00	per gross.
100 gross pens, steel, Perry & Co.'s, London, or equal	1 25	per gross.
6 dozen rulers, flat, gutta-percha	6 00	per dozen.
6 rolls tracing cloth, each 24 yards long by 1 yard wide, best quality	20 00	per roll.

To be delivered as required.

K. F. PAGE, Washington. Date of contract, July 29, 1863.

WASHINGTON.—Class No. 24, firewood.

500 cords spruce pine, split wood, best quality	$6 50	per cord.

No. 8.

BUREAU OF PROVISIONS AND CLOTHING.

Abstract of annual report, dated October 19, 1863.

Transmits estimates, with abstracts; contract system defective; concerning bread and flour; supply steamers very useful; paymasters' clerks' pay inadequate; increase of paymasters' corps recommended.

BUREAU OF PROVISIONS AND CLOTHING,
October 19, 1863.

SIR: I have the honor to enclose estimates, marked A, B, C, and D, with abstracts, marked from E to M, inclusive.

The operations of the bureau since my last report have been attended with great difficulties, necessarily following the inflation of prices, and the consequent failure of most of the contractors to fulfil their engagements. No serious inconvenience, however, has resulted to the blockading squadrons from any of these failures, though the government has been obliged to pay much more than the contract prices for many articles.

CONTRACTS.

The inherent defects in the present contract system have been strikingly exemplified during the past year.

The contracts for those kinds of provisions and small-stores which are required, by law, to be given to the lowest bidders, have, without exception, been broken, and the contractors for only four articles of clothing have complied with their engagements; while those contracting for eighteen other articles of clothing have become defaulters. But no failure has occurred in any of the six cases in which the department has been authorized to make special contracts for provisions and small-stores.

In the event of defaults in deliveries under contracts, the department is driven to purchase in open market at disadvantageous times.

The result of such purchases during the last fiscal year has been a loss to the government of $207,594 92 on provisions, $352,828 03 on clothing, and $70,556 91 on small-stores. These sums—being the aggregate difference between the contractors' prices and those paid on open purchases—stand charged against the defaulting contractors and their sureties; but little if any of the amount will ever be recovered.

This loss on clothing makes it necessary to ask for an appropriation of $350,000, to supply the deficiency thus caused in the clothing fund.

BREAD AND FLOUR.

The law of the last session of Congress authorizing the department to purchase flour and procure it to be baked by special contract, under naval inspection, has been carried into full effect, and with the most satisfactory results.

The bread supplied to our ships-of-war for the last six months has not only cost less than that procured under the previous system, but it has been confessedly of a better quality than has ever before been furnished to the navy. Economy, as well as the health and contentment of the men, has unquestionably been promoted by the change.

SUPPLY STEAMERS.

The plan adopted for furnishing blockading vessels with fresh meat and vegetables has been in successful operation for more than two years.

Two fast steamers, furnished with large ice-houses, run regularly between northern ports and the western gulf squadron, carrying at each trip about 25,000 pounds of fresh beef packed in ice, and a corresponding quantity of fresh vegetables. Another large steamer is connected with the eastern gulf squadron for the same purpose; and one with the South Atlantic squadron. A smaller steamer of this kind plies semi-monthly between Beaufort, North Carolina, and New York. Their supplies are distributed to all blockading vessels along the coast, and are of inestimable value in preserving the health of the crews, and making them more contented in their isolated condition.

All these supply steamers, except the last-named, have suttlers on board, who sell to the officers and men of the navy various comforts and luxuries which they could not otherwise obtain.

The steamers perform valuable incidental services by carrying despatches and mails, and by taking passengers going to or coming from the different squadrons; and they have taken several prizes without interfering with their regular trips.

PAY OF CLERKS.

I earnestly renew the recommendation previously made, that increased pay be allowed to a most deserving class of officers—the clerks of paymasters in the navy. At all the navy yards, excepting that in California, the clerk of the yard and the first clerk of the commandant, and first clerks of naval storekeepers, (with two exceptions,) receive $1,200 per annum, while the paymasters' clerks at the same yards are allowed but $750, though their duties are as important and responsible as those of any of the clerks just named.

The pay of clerks on sea duty is the only pay in the navy which has not been increased since the enactment of the law of 1842. In the largest ships in commission their pay is only $500 per annum, and in smaller vessels it is but $400 and one ration of thirty cents a day—even this small pay ceasing with the cruise. These ill-paid officers have necessarily large amounts of public property in their keeping, and their duties are performed while subject to the vicissitudes of climate and to all the discomforts of a sea life.

In contrast with this pay it may be mentioned that paymasters' clerks in the army receive $700 per annum, and seventy-five cents a day additional while

employed, making an aggregate of $973 75 per annum when on duty. This is not believed to be too much, but the pay of the same class of clerks in the navy is very much smaller. Neither justice nor policy is subserved by keeping officers who have charge of public property upon a pay which is so manifestly unequal and inadequate.

INCREASE OF THE CORPS OF PAY OFFICERS.

The law now allows but sixty-four paymasters, and thirty-six assistant paymasters in the navy; a number which was too small for the requirements of the service before the commencement of the rebellion. The events of the last two years and a half have increased the navy six fold, and it is hardly possible that it will ever be reduced to its former proportions. With one hundred pay-officers on the regular list, and three hundred and twenty-seven acting assistant paymasters now in service, the number is still too small to allow returning officers time to prepare their accounts for settlement before commencing new cruises.

I recommend that the number of paymasters and assistant paymasters in the navy be increased to one hundred in each of those grades.

In this connexion I recommend that an examination of assistant paymasters, for promotion to the grade of paymaster, be provided for by law.

I am, very respectfully, sir, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated October 19, 1863.

A.—Estimate of the expenses of the bureau for the fiscal year.
B.—Estimate for provisions for the navy for the fiscal year.
C.—Estimate for clothing for the navy for the fiscal year.
D.—Estimate for contingent for the navy for the fiscal year.
E.—Statement showing the value of shipments made by the bureau to foreign stations.
F.—Statement showing the value of provisions, clothing, small-stores, and contingent on hand.
G.—Statement showing the cost of provisions, clothing, small-stores, and contingent condemned.
H.—Abstract of proposals received for naval supplies.
I.—Abstract of proposals received for clothing.
K.—Abstract of proposals received for small-stores.
L.—Abstract of proposals received for fresh beef and vegetables.
M.—Statement of contracts made by the bureau during the year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1865.

For the salary of the chief of the bureau	$3,500 00
For the salary of one chief clerk	1,800 00
For the salary of four clerks, at $1,400 per annum	5,600 00
For the salary of one clerk	1,200 00
For the salary of one messenger	840 00

For the salary of one laborer	$600 00
(Per act of Congress of July 5, 1862, vol. 13, page 511.)	
For the salary of two clerks, at $1,400 per annum	2,800 00
For the salary of two clerks, at $1,200 per annum	2,400 00
(Per act of Congress of February 25, 1863, vol. 12, page 695.)	
	18,740 00

CONTINGENT.

For blank books, stationery, and miscellaneous items	1,000 00
	19,740 00
Appropriated for the year ending June 30, 1864	$14,540 00
Asked to be appropriated for the year ending June 30, 1865	19,740 00

The excess over last year arises from the addition of the salary of two clerks of the 2d class and two clerks of the 1st class.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1865.

One ration per day for 50,000 men would be for the year 18,250,000 rations, at twenty-five cents each	$4,562,500 00
One ration per day for 4,215 commissioned and warrant officers attached to vessels for sea service would be 1,538,475 rations, at twenty-five cents each	384,618 75
One ration per day for 4,375 officers and marines attached to vessels for sea service would be 1,596,875 rations, at twenty-five cents each	399,218 75
To be added for commutation of the spirit ration for 58,590 officers, non-commissioned officers, men, and marines for the year, at five cents per day, will be (per act of Congress of July 14, 1862)	1,069,267 50
	6,415,605 00
Appropriated for the year ending June 30, 1864	$5,417,745 00
Asked to be appropriated for the year ending June 30, 1865	$6,415,605 00

The excess over the estimate last year arises from the increased number of men employed.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required for clothing for the navy for the fiscal year ending June 30, 1865.

For clothing (submitted)	$500,000

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.—*Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June* 30, 1865.

To meet the demand upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing paymasters' blanks, and stationery for cruising vessels $500,000

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.—*Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June* 30, 1863.

Station.	Date.	Provisions.	Clothing.	Small-stores.	Contingent.
Mediterranean squadron.	Sept. 4, 1862	.....	$32,315 25	$3,638 54	$1,460 41
Isthmus of Panama, New Grenada	July 25, 1862	$973 94	.....	.....	.....
Do	Aug. 22, 1862	10,524 00	.....	.....	.....
Do	Oct. 6, 1862	487 81	.....	40 32	18 00
Do	Oct. 7, 1862	4,652 86	3,461 67	102 15	.....
Do	Nov. 4, 1862	1,302 79	.....	.....	.....
Do	Nov. 26, 1862	4,524 86	.....	.....	.....
Do	Dec. 30, 1862	4,995 96	447 00	675 08	5 85
Do	Feb. 5, 1863	5,201 13	3,640 85	873 38	79 95
Do	Mar. 18, 1863	.....	.....	.....	29 70
Total	.....	32,663 35	39,864 77	5,329 47	1,593 91

BUREAU OF PROVISIONS AND CLOTHING.

E.—*Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy yards, and at naval depots on foreign stations, July* 1, 1863.

Stations.	Provisions.	Clothing.	Small-stores.	Contingent.
Portsmouth, N. H.	$12,244 53	$18,821 42	$5,924 59	In provision return.
Boston	157,410 34	249,231 98	41,054 70	
New York	251,031 99	258,083 62	42,392 62	
Philadelphia	115,208 27	43,037 38	36,607 69	
Baltimore	8,620 34	7,695 68	2,187 01	
Washington	24,156 17	36,256 68	14,613 87	
Cairo, Ill.	65,000 90	162,696 41	21,895 89	
Key West	60,595 48	54,579 48	13,272 00	
Pensacola, Fla.	21,124 26	23,162 12	4,380 14	
Aspinwall, N. G.	7,969 61	8,837 16	3,784 54	
Panama, N. G.	2,340 28	.....	.....	
Mare island, Cal	18,678 65	14,459 42	1,403 42	
Spezzia, Sardinia	49,016 31	4,764 34	18,489 08	
Hong Kong	785 75	.....	604 79	$33 82
U. S. steamer Brandywine	31,635 13	50,664 28	14,284 06	.....
Total	825,818 01	932,289 97	220,894 40	33 82

BUREAU OF PROVISIONS AND CLOTHING.

G.

Statement showing the cost of provisions, clothing, small-stores, and contingent condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service; also, the amount condemned and sold at auction, with the amount of the net proceeds of such sales, from July 1, 1862, to June 30, 1863, inclusive, so far as returns have been received.

STATIONS.	PROVISIONS.		CLOTHING.		SMALL-STORES.		CONTINGENT.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, N. H.	----------	*$116 45	----------	$7 47	$47 52	----------	----------	----------
Boston	$14,345 97	8,577 14	$89,995 45	1,763 28	4,194 66	$58 56	----------	$40 35
New York	53,566 51	19,806 01	203,930 29	9,310 21	33,125 03	893 97	----------	----------
Philadelphia	14,836 86	8,270 07	573 86	386 05	12,327 37	22 33	----------	157 21
Washington*	----------	1,801 53	----------	2 66	----------	159 75	----------	----------
Key West	17,203 45	1,612 06	----------	----------	----------	----------	----------	----------
Pensacola	683 04	52 17	155 53	104 02	----------	----------	----------	----------
Mare island	97 08	6,089 83	457 70	207 70	----------	*1 74	----------	----------
Hong Kong	9 91	798 64	----------	276 07	----------	*5 12	----------	----------
Spezzia	17 93	----------	----------	----------	----------	----------	----------	----------
Honolulu*	----------	251 19	----------	70 91	----------	----------	----------	----------
National vessels	54,133 63	2,409 56	10,372 58	433 80	2,636 47	131 43	----------	----------
Total	154,894 38	49,784 65	305,485 41	12,562 17	52,331 05	1,272 90	----------	197 56

* Cost embraced in the statement for 1861–'62.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

Schedule of proposals received for navy supplies for the fiscal year ending June 30, 1864, under the advertisement of the Bureau of Provisions and Clothing, dated June 13, 1863.

Names.	Residence.	Rice per 100 pounds.			Dried apples per pound.			Sugar per 100 pounds.			Tea per pound.		
		Boston.	N. Y.	Phil'a.	Boston.	N. Y.	Phil'a.	Boston.	N. Y.	Phil'a.	Boston.	N. Y.	Phil'a.
Ezra Wheeler & Co	New York	.....	$11 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Camp, Brunsen & Sherry	....do	.....	.....	.....	.....	.....	.....	$19 50	$19 50	$19 50	.....	.....	.....
Henry Swift	....do	$13 90	13 90	$13 90	.....	.....	.....	15 44	15 44	15 44	$0 86	$0 86	$0 86
Eaton & Gage	Brooklyn, N. Y.	10 30	10 25	10 20	$0 11½	$0 11	$0 11	13 22	13 18	13 20	.....	.....	.....
J. W. Roberts & Co	Boston	.....	.....	.....	8¼	.....	.....	.....	.....	.....	.....	.....	.....
William H. Shaw	New York	9 14	9 14	9 14	.....	.....	.....	14 49	14 49	14 49	81.95	81.95	81.95
William P. Shaw	....do	.....	.....	.....	7.44	7.44	07.44	.....	.....	.....	.....	.....	.....
Hinman & Miller	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas Clark	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
George Adams	Boston	.....	.....	9 75	.....	.....	8½	.....	.....	14 50	.....	.....	1 15
Chandler & Robinson	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
G. W. Buck	Chemung, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Housman	Boston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
J. K. & E. B. Place	New York	.....	.....	.....	.....	.....	.....	.....	15 00	.....	.....	84.80	.....
L. R. Green	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. S. Wykoff & Co	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95	.....
Frederick Fries	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Bird	Boston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William A. Fowler	New York	.....	.....	.....	7¼	7¼	7¼	.....	.....	.....	.....	.....	.....
Reeve, Case & Banks	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84	.....
Stephen H. Provost	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sacket, Beecher & Co	....do	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 03	1 03	1 03
J. F. Lukens & Deming	Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

H.—*Schedule of proposals received for navy supplies for the fiscal year ending June* 30, 1864—Continued.

Names.	Residence.	Coffee per pound.	Beans per bushel.			Molasses per gallon.			Vinegar per gallon.		
			Boston.	N. Y.	Phil'a.	Boston.	N. Y.	Phil'a.	Boston.	N. Y.	Phil'a.
Ezra Wheeler & Co	New York	$0 34.70									
Camp, Brunsen & Sherry	....do										
Henry Swift	....do	32.68									
Eaton & Gage	Brooklyn, N. Y	35	$3 18	$3 15	$3 20						
J. W. Roberts & Co	Boston		3 41								
William H. Shaw	New York	31.48									
William P. Shaw	....do		3 54	3 54	3 54						
Hinman & Miller	....do									$0 23	
Thomas Clark	....do			3 49							
George Adams	Boston	37			3 99			$0 59			$0 18
Chandler & Robinson	....do		3 78								
G. W. Buck	Chemung, N. Y		3 78	3 78	3 78				$0 22	20	22
William Housman	Boston								13½		
J. K. & E. B. Place	New York	34									
L. R. Green	....do	33.98									
S. S. Wykoff & Co	....do										
Frederick Fries	....do									16	
William Bird	Boston		3 73								
William A. Fowler	New York		3 60	3 60	3 60						
Reeve, Case & Banks	....do										
Stephen H. Provost	....do								17	15	17
Sacket, Beecher & Co	....do										
J. F. Lukens & Deming	Philadelphia									15⅞	13⅞

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

Schedule of proposals received for clothing and clothing materials, under the advertisement of the Bureau of Provisions and Clothing, dated March 17, 1863.

Names.	Residence.	Blue cloth jackets.	Blue cloth trousers.	Blue satinet trous'rs.	Blue felt caps.	Blue flannel over-shirts.	Canvas duck trou-sers.	Barnsley sheeting frocks.	Blue satinet.	Blue flannel.	Barnsley sheeting.	Canvas duck.	Blue nankeen.	Calfskin shoes.	Kipskin shoes.	Woollen socks.	Mattresses.	Blankets.	Black silk handker-chiefs.
W. F. Norcross & Co.	Boston													$2 24	$2 24				
A. L. Haskell & Son	....do																$9 15		
Isaac A. Noe	New York	$7 85	$5 19½	$3 69½															
S. D. Douglass	....do	7 49	4 89	3 59		$4 11													$2 85
Benedict, Hall & Co.	....do													2 23	2 15				
John T. Martin	....do									$0 85									
J. H. Howard	....do																10 02		
Thomas Keitch	....do					3 34													
H. S. Downs	Boston													2 20	2 14				
F. A. & L. Sawyer	....do																		
Henry Burr	....do					3 57½				1 00				2 35½		$0 39			
John Falconer	New York				1 00										2 24				
Seth Bryant	Boston																14 05		
Mellen & Wilcox	New York								$1 04¾	84¾	$1 24								
DeWitt Bogardus	....do						$1 90	$1 74			1 15	$0 55	$0 28						
William Mathews	....do								1 25	89.7								$3 60	
C. G. Day & Co	Hartford, Conn	9 95	5 95			2 97½													
Wareham Griswold	....do						1 74			93									
Whitten, Burdett & Young	Boston		4 88	3 77															
Rogers & Raymond	New York	9 12	6 12	3 75													9 40		
Sumner Flagg	Boston																		

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

I—Continued.

Schedule of proposals received for clothing and clothing materials for the fiscal year ending June 30, 1864, *under the advertisement of the Bureau of Provisions and Clothing, dated July* 8, 1863.

Names.	Residence.	Blue pea jackets.	Blue cloth round jackets.	Blue cloth trowsers.	Blue satinet trowsers.	Blue felt caps.	Blue flannel overshirts.	Blue woollen-knit undershirts.	Blue woollen-knit drawers.	Canvas duck trowsers.	Barnsley sheeting frocks.	Blue satinet.
H. S. Downs	Boston	------	------	------	------	------	------	------	------	------	------	------
Mellen & Wilcox	New York	------	------	------	------	------	------	------	------	------	------	------
Isaac A. Noe	....do	$15 72	$8 15	$5 01	$3 90	------	$3 22	------	------	------	------	------
David Sanderson	....do	15 78	8 26	5 17	3 79	------	3 30	------	------	------	------	------
John Jolliff & Co	Newark, N. J	------	------	------	------	------	------	------	------	------	------	------
N. W. Harkness	Philadelphia	------	------	5 80	3 75	------	3 00	------	------	------	------	------
Charles E. Lenney	....do	------	------	------	------	------	------	------	------	------	------	------
E. J. Crippen	....do	------	------	------	------	------	------	------	------	------	------	------
Joseph W. Thorp	Hillsborough Bridge, N. H	------	------	------	------	------	2 69	------	------	------	------	------
William Elting & Co	Norwich, Conn	------	------	------	------	------	------	------	------	------	------	------
J. R. Hills	New York	------	------	------	------	------	------	------	------	------	------	------
Henry V. B. Barker	....do	13 74	7 49	5 60	3 87	------	3 19	$1 95	$1 95	$1 85	$1 65	$0 98
C. H. Warterbury	....do	------	------	------	------	------	------	------	------	------	------	------
Samuel B. Hopkins	Boston	------	------	------	------	------	------	------	------	1 88	1 68	------
Whitten, Burdett & Young	....do	------	8 63	5 19	3 49	------	------	------	------	------	------	------
A. H. & C. B. Alling	Birmingham, Conn	------	------	------	------	------	------	------	------	------	------	------
John Baylan	Newark, N. J	11 91	9 27	5 98	3 50	------	2 60	------	------	------	------	------
James Talcott, agent	New York	------	------	------	------	------	------	2 42	2 42	------	------	------
A. B. Taylor, agent	....do	------	------	------	------	------	------	------	------	------	------	------
John Falconer	....do	------	------	------	------	$1 12½	------	------	------	------	------	------
William F. Enders & Co	....do	------	------	------	------	------	------	------	------	------	------	------
Noblit, Brown & Noblit	Philadelphia	------	------	------	------	------	------	------	------	------	------	------
T. Wilson Burk	....do	------	------	------	------	------	------	------	------	------	------	------
Wm. Matthews	New York	14 67	8 23	5 45	3 65	------	3 05	------	------	1 64	1 58	------

Faulkner, Kimball & Co	do												
J. W. Blake, treasurer	Boston												
Henry S. Kimball	do	9 90	7 10	4 47	3 35		2 70						
W. Claflin & Co	do												
Benjamin B. Pippey	do	9 93	7 25	4 65	3 55		2 85						
A. G. Greeley, treasurer	do												
Henry W. Scott	Philadelphia	11 75	7 11	4 73	3 33		2 45	1 62½	1 62½	1 39	1 55		
Charles Barnum	New York	17 49	8 29	5 49	4 49		3 62			2 07	1 49		
William Whitaker	Philadelphia												
Cronin, Hurxthall & Sears	New York												
Bailey & Southard	do							2 33⅓	2 33⅓				
Day, Griswold & Co	Hartford, Conn												1 25
Sumner Flagg	Boston												
Wareham Griswold	Hartford, Conn						2 79						
Charles G. Day & Co	do	15 22	8 66½	5 90	3 84								
F. A. & J. Sawyer	New York												
Shotwell, Ayers & Co	Rahway, N. J	14 74	7 69	4 97	3 87								
K. F. Page	Washington, D. C												
A. L. Haskell & Son	Boston												
Thomas A. Timmins	Philadelphia									1 93	1 65		
Benedict Hall & Co	New York												

I.—*Schedule of proposals received for clothing and clothing materials, &c.*—Continued.

Names.	Residence.	Blue flannel.	Barnsley sheeting.	Canvas duck.	Blue nankeen.	Calfskin laced shoes.	Kipskin shoes.	Grained-leather boots.	Woollen socks.	Mattresses.	Blankets.	Black silk handkerchiefs.
H. S. Downs	Boston					$2 25	$2 20	$4 00				
Mellen & Wilcox	New York									$9 50		
Isaac A. Noe	do											
David Sanderson	do											
John Jolliff & Co	Newark, N. J									10 00		
N. W. Harkness	Philadelphia											
Charles E. Lenney	do					1 77	1 84	3 40				
E. J. Crippen	do									14 50		
Joseph W. Thorp	Hillsborough Bridge, N. H.											
William Elting & Co	Norwich, Conn	$0 69¾										
J. R. Hills	New York									9 49		
Henry V. B. Barker	do	$0 77	$0 89	$0 59	$0 25				$0 41		$3 37	$1 35
C. H. Warterbury	do								47			
Samuel B. Hopkins	Boston											
Whitten, Burdett & Young	do											
A. H. & C. B. Alling	Birmingham, Conn								41			
John Baylan	Newark, N. J											
James Talcott, agent	New York											
A. B. Taylor, agent	do	79										
John Falconer	do											
William F. Enders & Co	do											1 37½
Noblit, Brown & Noblit	Philadelphia									10 00		
T. Wilson Burk	do					2 05	2 10	3 80				
Wm. Mathews	New York		1 15	53	25				59			1 37
Faulkner, Kimball & Co	do	82½										
J. W. Blake, treasurer	Boston										3 20	
Henry S. Kimball	do											
W. Claflin & Co	do					2 04	2 09	3 83				

Benjamin B. Pippey	do											
A. G. Greeley, treasurer	do								37¼			
Henry W. Scott	Philadelphia	75							42½			
Charles Barnum	New York											
William Whitaker	Philadelphia										2 45	
Cronin, Hurxthall & Sears	New York								55¼		2 48	
Bailey & Southard	do											
Day, Griswold & Co	Hartford, Conn	82½										
Sumner Flagg	Boston									8 14		
Wareham Griswold	Hartford, Conn											
Charles G. Day & Co	do											
F. A. & J. Sawyer	New York	97										
Shotwell, Ayers & Co	Rahway, N. J											
K. F. Page	Washington, D. C									9 00		1 37½
A. L. Haskell & Son	Boston									7 94		
Thomas A. Timmins	Philadelphia		1 08	45	30							
Benedict Hall & Co	New York					2 04	2 00	3 75				

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

K.

Schedule of proposals received for "small stores," &c., under the advertisement of the Bureau of Provisions and Clothing, dated August 15, 1863.

Articles.	Jas. H. Whitaker, Fulton, New York.	Holmes, Booth & Haydens, New York.	Geo. Adams, Boston.	R. G. Mitchell, N. York.	Wm. H. Johnson, New York.	Charles W. Bond, New York.	W. F. Shattuck & Co., New York.	Benjamin Y. Pippey, Boston.	E. A. & W. Winchester, Boston.	John Leary, Baltimore.	Edwin L. Brady, New York.	Chapin & Phipps, Boston.	Jos. L. Savage, Washington, D. C.	Smith & Seltzer, Philadelphia.	Van Haagen & McKeone, Philadelphia.	R. H. Greene & Son, New York.	William Mathews, New York.
Salt-water soap.....per lb.	$0 16	.....	.....	.....	.....	.....	.....	.....	$0 10½	.....	$0 09½	.....	$0 09.2	.....	$0 09⅛	$0 10	.....
Jack-knives.....each.	.....	.....	$0 50	.....	$0 70	.....	$0 46	.....	.....	.....	33	$0 33	35	$0 63	.....	.....	$0 37
Spoons.....each.	.....	.....	09	.....	03¾	.....	06	.....	.....	.....	10	04½	06	05¼	.....	.....	04
Forks.....each.	.....	.....	10	.....	04½	.....	04⅝	.....	.....	.....	08	05½	05	05¼	.....	.....	05
Razors.....each.	.....	.....	56	.....	27	.....	33	.....	.....	.....	25	33	30	65	.....	.....	27
Razor strops.....each.	.....	.....	35	.....	25	.....	37½	.....	.....	.....	35	25	35	35½	.....	.....	23
Seissors.....per pair.	.....	.....	40	.....	30	.....	41	.....	.....	.....	25	26	25	59	.....	.....	33
Needles.....per 1,000.	.....	.....	1 50	.....	1 38	.....	1 45	.....	.....	.....	80	1 50	50	1 95	.....	.....	1 25
Thimbles.....each.	.....	.....	02¼	.....	01½	.....	02½	.....	.....	.....	03	02¼	05	02	.....	.....	01
Can-openers.....each.	.....	.....	30	.....	40	.....	30	.....	.....	.....	40	03	40	39	.....	.....	20
Dead-eye buttons.....per gross.	.....	.....	20	.....	13	.....	1 50	.....	.....	.....	10	21	12	24	.....	.....	15
Gilt eagle coat buttons.per gross.	.....	$6 00	.....	.....	7 50	.....	.....	.....	.....	.....	6 00	.....	5 90	.....	.....	.....	3 75
Gilt eagle med. buttons.per gross.	.....	3 00	.....	.....	4 16	.....	.....	.....	.....	.....	5 00	.....	4 90	.....	.....	.....	2 75
Gilt eagle vest buttons.per gross.	.....	2 00	.....	.....	2 70	.....	.....	.....	.....	.....	4 00	.....	3 90	.....	.....	.....	1 70
India-rubber or gutta-percha fine combs.....per dozen.	.....	.....	1 50	.....	1 27	.....	1 49	.....	.....	.....	4 00	.....	4 50	.....	.....	.....	1 98
India-rub'r or gutta-percha coarse combs.....per dozen.	.....	.....	2 50	.....	4 25	.....	2 50	.....	.....	.....	3 75	.....	3 75	.....	.....	.....	3 00
Scrub brushes.....each.	.....	.....	20	.....	15	.....	13½	.....	.....	.....	25	17	24	.....	.....	.....	18
Shoe brushes.....each.	.....	.....	30	.....	17	.....	25	.....	.....	.....	30	25	29	.....	.....	.....	25
Shaving brushes.....each.	.....	.....	15	.....	16	.....	17	.....	.....	.....	20	25	20	.....	.....	.....	14
Whisk brooms.....each.	.....	.....	17	.....	20	.....	19	.....	.....	.....	15	10	14	.....	.....	.....	13
Grass for hats....per 100 hands.	.....	.....	9 00	.....	.....	.....	.....	.....	.....	$4 00	2 50	.....	2 40	.....	.....	.....	4 00
Beeswax in quarter-pound cakes, pure.....per pound.	.....	.....	60	.....	.....	.....	.....	.....	.....	60	75	.....	74	.....	.....	.....	46
Shaving soap.....per dozen.	.....	.....	50	.....	.....	.....	.....	.....	.....	95	50	.....	49	.....	.....	.....	80
Blacking, boxes of....per dozen.	.....	.....	60	.....	.....	.....	.....	.....	.....	50	50	.....	49	.....	.....	.....	43
Cotton, spools of.....per dozen.	.....	.....	92	.....	.....	$0 90	1 00	$0 95	.....	.....	1 50	.....	1 50	.....	.....	.....	88
Thread, black and white..per lb.	.....	.....	1 65	.....	.....	1 80	1 30	1 60	.....	.....	1 25	.....	1 40	.....	.....	.....	1 26
Sewing silk.....per ounce.	.....	.....	70	.....	.....	62½	75	90	.....	.....	4 75	.....	40	.....	.....	.....	65
Ribbon, hat.....per piece.	.....	.....	1 10	.....	.....	75	87½	95	.....	.....	90	.....	80	.....	.....	.....	90

Tape, white.....per dozen			56			90	52½	45			40		30					50
Tape, black.....per dozen			56			40	50	70			25		25					50
Pocket handkerchiefs.....each			28			30	29	30			20		20					30
Mustard seed, brown, American.....per lb			15								15	14½		14½				15
Black pepper, Malabar...per lb			30								28	27½		28				27
Bottles, octagon, for mustard and pepper.....per gross			3 30								3 75	1 90		2 00				3 20
Corks for mustard and pepper bottles.....per gross			37								75	20		60				30
Stearine candles.....per lb	32		40	$0 25								40		39				

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy yards during the fiscal year ending June 30, 1864, under the advertisement of the Bureau of Provisions and Clothing, dated May 27, 1863.

Names.	Where to be delivered.	Beef, per lb.	Vegetables, per lb.
		Cents.	*Cents.*
John Stokel	Portsmouth, N. H.	9½	1½
Joseph Holmes	do	9	1
J. G. Sanderson	Boston	9½	1⅜
J. B. Severance	do	9	2
C. & J. Flanders	do	8¼	1⅛
C. P. Sawyer	do	7	.94
Symons & Havens	New York	8.37	1.60
Thomas L. Clark	do	7.48	1.48
Benjamin Blackburn	do	7	1.45
P. J. Hanly	do	7.97	1.74
C. O. P. Pennypacker	Philadelphia	5.78	1.75
John Wolfe	do	5.98	1.90
John Schaeffer	do	5.63	1.65
John Hultze	do	5.45	1.50
Gotlieb & A. Schiedt	do	7.45	2
George Stockburger	do	6.10	3
William Alechin	do	5.35	1.25
Henry Boraef	do	6.20	2
G. W. Pappler	Baltimore	12	4
H. B. Otterback	Washington	9	4
John H. Snyder	do	7.70	3
Charles O. Miller	do	12½	6
G. W. Wunder	Philadelphia	7.44	2.75

NAVY DEPARTMENT
Bureau of Provisions and Clothing.

M.

Statement of the contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for "supplies for the navy" during the fiscal year ending June 30, 1864; *prepared in obedience to acts of Congress approved April* 21, 1808, *and March* 3, 1809.

Names.	Date.	Articles contracted for.	At what price.	Where to be delivered.
	1863.			
William Mathews	April 6	Barnsley sheeting frocks, each	$1 74	Boston and New York.
Do	do	Barnsley sheeting, per yard	1 15	Do. do.
Do	do	Canvas duck, per yard	55	Do. do.
Do	do	Blue nankeen, per yard	28	Do. do.
A. L. Haskell & Son	April 8	Mattresses, two covers, each	9 15	Do. do.
Whitten, Burdett & Young	April 10	Blue cloth trowsers, per pair	4 88	Do. do.
Do	do	Canvas duck trowsers, per pair	1 74	Do. do.
John Falconer	April 11	Blue felt caps, each	1 00	Do. do.
Henry S. Downs	do	Calfskin shoes, per pair	2 20	Do. do.
Do	do	Kipskin shoes, per pair	2 14	Do. do.
Charles G. Day & Co.	April 14	Blankets, each	3 60	Do. do.
Wareham Griswold	do	Blue flannel overshirts, each	2 97½	Do. do.
Stephen D. Douglass	April 21	Blue cloth jackets, each	7 49	Do. do.
Do	do	Blue satinet trowsers, per pair	3 59	Do. do.
De Witt Bogardus	May 5	Blue satinet, per yard	1 04¾	Do. do.
Do	do	Blue flannel, per yard	84¾	Do. do.
John H. Snyder	June 19	Fresh beef, per pound	07.70	Washington, D. C.
Do	do	Fresh vegetables, per pound	03	Do.
Calvin P. Sawyer	June 20	Fresh beef, per pound	07	Boston.
Do	do	Fresh vegetables, per pound	00.94	Do.
Joseph Holmes	June 22	Fresh beef, per pound	09	Portsmouth, New Hampshire.
Do	do	Fresh vegetables, per pound	01	Do.
George W. Pappler	June 27	Fresh beef, per pound	12	Baltimore.
Do	do	Fresh vegetables, per pound	04	Do.
Symons & Havens	June 30	Fresh beef, per pound	07.50	New York.
Do	do	Fresh vegetables, per pound	01.50	Do.

M.—*Statement of the contracts made by the Bureau of Provisions and Clothing, &c.*—Continued.

Names.	Date.	Articles contracted for.	At what price.	Where to be delivered.
	1863.			
Henry Boraef	July 13	Fresh beef, per pound	$0 06.20	Philadelphia.
Do	do	Fresh vegetables, per pound	02	Do.
Brackett & Keyes	Aug. 10	Fresh beef, per pound	06	San Francisco.
Do	do	Fresh vegetables, per pound	03	Do.
Pierce & Co	Aug. 11	Bread, per pound	06.33	Do.
J. F. Lukens & Deming	July 20	Vinegar, per gallon	13⅞	Philadelphia.
Eaton & Gage	do	Rice, per 100 pounds	10 30	Boston.
Do	do	Rice, per 100 pounds	10 25	New York.
Do	do	Sugar, per 100 pounds	13 22	Boston.
Do	do	Sugar, per 100 pounds	13 18	New York.
Do	do	Sugar, per 100 pounds	13 20	Philadelphia.
Do	do	Beans, per bushel	3 18	Boston.
Do	do	Beans, per bushel	3 15	New York.
Do	do	Beans, per bushel	3 20	Philadelphia.
Stephen H. Provost	July 21	Vinegar, per gallon	15	New York.
George Adams	July 22	Rice, per 100 pounds	9 75	Philadelphia.
Do	do	Molasses, per gallon	59	Do.
William A. Fowler	do	Dried apples, per pound	07.25	Boston, New York, and Philadelphia.
William Housman	July 27	Vinegar, per gallon	13.50	Boston.
William H. Shaw	July 29	Tea, per pound	81.95	Boston, New York, and Philadelphia.
Do	do	Coffee, per pound	31.48	New York.
William Whitaker	Aug. 14	Blankets, each	2 45	Boston and New York.
William Elting & Co	do	Blue flannel, per yard	69.75	Do. do.
A. G. Greeley, treasurer	Aug. 15	Woollen socks, per pair	37.25	Do. do.
A. L. Haskell & Son	Aug. 17	Mattresses, two covers, each	7 94	Do. do.
John Falconer	Aug. 18	Blue felt caps, each	1 12.50	Do. do.
William Mathews	Aug. 27	Canvas duck trowsers, per pair	1 64	Do. do.
Do	do	Barnsley sheeting frocks, each	1 58	Do. do.
Henry W. Scott	Aug. 28	Blue cloth round jackets, each	7 11	Do. do.
Do	do	Blue cloth trowsers, per pair	4 73	Do. do.
Do	do	Blue satinet trowsers, per pair	3 33	Do. do.

Benedict Hall & Co.	Sept. 3	Calfskin laced shoes	per pair	2 04	Do. do.
Do	do	Kipskin shoes	per pair	2 00	Do. do.
Do	do	Grained leather boots	per pair	3 75	Do. do.
Henry W. Scott	Sept. 15	Blue flannel overshirts	each	2 45	Do. do.
Do	do	Blue woollen knit undershirts	each	1 62½	Do. do.
Do	do	Blue woollen knit drawers	per pair	1 62½	Do. do.
William Mathews	Sept. 22	Gilt eagle coat buttons	per gross	3 75	Boston, New York, and Philadelphia.
Do	do	Gilt eagle medium buttons	per gross	2 75	Do. do. do.
Do	do	Gilt eagle vest buttons	per gross	1 70	Do. do. do.
Do	do	Grass, for hats	per 100 hands	4 00	Do. do. do.
Do	do	Beeswax, in ¼-pound cakes, pure	per pound	46	Do. do. do.
Do	do	Shaving soap	per dozen	80	Do. do. do.
Do	do	Blacking, boxes of	per dozen	43	Do. do. do.
George Adams	Sept. 25	India-rubber or gutta-percha fine combs	per dozen	1 50	Do. do. do.
Do	do	India-rubber or gutta-percha coarse "	per dozen	2 50	Do. do. do.
William Mathews	do	Scrub brushes	each	18	Do. do. do.
Do	do	Shoe brushes	each	25	Do. do. do.
Do	do	Shaving brushes	each	14	Do. do. do.
Do	do	Whisk brooms	each	13	Do. do. do.
Do	do	Cotton, spools of	per dozen	88	Do. do. do.
Do	do	Thread, black and white	per pound	1 26	Do. do. do.
Do	do	Sewing silk	per ounce	65	Do. do. do.
Do	do	Ribbon, hat	per piece	90	Do. do. do.
Do	do	Tape, white	per dozen	50	Do. do. do.
Do	do	Tape, black	per dozen	50	Do. do. do.
Do	do	Pocket handkerchiefs	each	30	Do. do. do.
Do	do	Mustard seed, American, brown	per pound	15	New York.
Do	do	Black pepper, Malabar	per pound	27	Do.
Do	do	Bottles octagon, for mustard and pepper	per gross	3 20	Do.
Do	do	Corks, for mustard and pepper bottles	per gross	30	Do.
Van Haagen & McKeone	Sept. 28	Salt-water soap	per pound	09. 33	Boston, New York, and Philadelphia.
Chapin & Phipps	Sept. 29	Jack-knives	each	33	Do. do. do.
Do	do	Spoons	each	04½	Do. do. do.
Do	do	Forks	each	05½	Do. do. do.
Do	do	Razors, in single cases	each	33	Do. do. do.
Do	do	Razor strops	each	25	Do. do. do.
Do	do	Scissors	per pair	26	Do. do. do.
Do	do	Needles	per thousand	1 50	Do. do. do.
Do	do	Thimbles	each	02¼	Do. do. do.
Do	do	Can-openers	each	03	Do. do. do.

M.—*Statement of the contracts made by the Bureau of Provisions and Clothing, &c.*—Continued.

Names.	Date.	Articles contracted for.	At what price.	Where to be delivered.
	1863.			
Chapin & Phipps	Sept. 29	Dead-eye buttons, per gross	$0 21	Boston, New York, and Philadelphia.
R. G. Mitchell	Oct. 3	Stearine candles, per pound	25	Do. do. do.
William Mathews	Oct. 7	Barnsley sheeting, per yard	1 19	Boston and New York.
Do	do	Canvas duck, per yard	57	Do. do.
Do	do	Blue nankeen, per yard	26	Do. do.
Do	do	Black silk handkerchiefs, each	1 50	Do. do.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

No. 9.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 23, 1863.

SIR: In compliance with your instructions of July 20, ultimo, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, (with the exception of hospitals,) for the fiscal year ending June 30, 1865.

The fiscal condition of the medical department is represented as follows:

Balance of former appropriations for "surgeons' necessaries and appliances" remaining in the treasury June 30, 1863.....	$12,857 53
Appropriations for "surgeons' necessaries and appliances" for the fiscal year ending June 30, 1864, per act of Congress, approved March 3, 1863.....	157,500 00
Amount of hospital fund in the treasury June 30, 1863.....	116,255 00
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1865, (Schedule A)....	10,990 00
Amount required for the medical department of the navy, on shipboard and all naval stations, with the exception of hospitals, for the year ending June 30, 1865, (Schedule B).....	210,000 00
Contingent.....	60,000 00

In view of the changing character of the naval forces, small vessels superseding larger ones, it is hardly practicable to base the estimates upon the complements of the vessels; it is, therefore, considered more judicious to make a *per capita* estimate, calculated from the expenditures of last year.

The cost of each person in the navy during that period, for all causes involving disbursement of appropriations for medical service, was about $3 50; assuming the number to be employed during the year ending June 30, 1865, at 60,000, the same rate of expenditure will require an appropriation of $210,000.

The estimate for contingent expenses is increased from $40,000, appropriated for the present year, to $60,000—the increased force and peculiar character of the service making necessary a larger sum for contingencies.

I submit tabular statements of sick, compiled from the reports of sick from the naval stations within the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1862.

The squadron in the Pacific is the only one maintained in the customary manner during the whole of the year 1862.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1862.

	Remaining sick December 31, 1861.	Admitted in 1862.	Discharged in 1862.	Died in 1862.	Total treated in 1862.	Remaining sick December 31, 1862.	Percentage of deaths to whole number of cases treated.
HOSPITALS.							
Chelsea	28	756	705	23	784	56	.....
New York	177	1,602	1,549	44	1,779	186	.....
Philadelphia	23	616	552	32	639	55	.....
Washington	.....	215	159	10	215	46	.....
Norfolk	.....	516	367	8	516	141	.....
Pensacola	.....	48	6	1	48	41	.....
Mound City	.....	454	254	31	454	169	.....
	228	4,207	3,592	149	4,435	694	.336
NAVY YARDS.							
Portsmouth, N. H.	7	239	235	2	246	9	.....
Boston	5	267	271	.....	272	1	.....
New York	7	308	310	.....	315	5	.....
Philadelphia	3	179	174	2	182	6	.....
Washington	29	851	839	5	880	36	.....
Norfolk	.....	60	60	.....	60	.....	.....
Naval Academy	4	369	362	2	373	9	.....
	55	2,273	2,251	11	2,328	66	.004

Statement of sick, &c.—Continued.

	Average number of officers and men for the year 1862.	Remaining sick December 31, 1861.	Admitted in 1862.	Discharged in 1862.	Died in 1862.	Total treated in 1862.	Remaining sick December 21, 1862.	Percentage of deaths to whole number of cases treated.
RECEIVING SHIPS.								
Boston	473	9	514	506	3	523	14	.....
New York	1,321	6	404	401	4	410	5	.....
Philadelphia	344	6	251	252	1	257	4	.....
Baltimore	137	8	151	148	8	159	3	.....
Mare island, Cal.	20	.....	52	50	.....	52	2	.....
	2,295	29	1,372	1,357	16	1,401	28	.011
Vessels in commission at sea	23,610	629	33,152	32,429	399	33,781	953	.012
	25,905	658	34,524	33,786	415	35,182	981	.012

Recapitulation.

	Average number of officers and men on board vessels in 1862.	Remaining sick December 31, 1861.	Admitted in 1862.	Discharged in 1862.	Died in 1862.	Total treated.	Remaining sick December 31, 1862.	Proportion of cases to number of persons on board vessels.	Percentage of deaths to whole number of cases treated.
Hospitals	.....	228	4,207	3,592	149	4,435	694	.....	.336
Navy yards, &c.	.....	55	2,273	2,251	11	2,328	66	.....	.004
Receiving ships	2,295	29	1,372	1,357	16	1,401	28	.61	.011
Vessels in commission at sea	23,610	629	33,152	32,429	399	33,781	953	1.43	.012
	25,905	941	41,004	39,629	575	41,945	1,741	1.44	.....

Proportion of deaths to whole number of persons on receiving ship, .007.

Proportion of deaths to whole number of persons on board vessels in commission at sea, .012.

Proportion of deaths to whole number of persons on board vessels of all kinds, .016.

Total number of deaths from all causes reported at the Navy Department from January 1, 1863, to October 1, 1863, is 908,

Summary of prevalent forms of disease on foreign and home service for the year 1862.

Forms of disease.	Blockading squadron, 20,615 men.	Special service, 2,537 men.	Pacific squadron, 1,184 men.
Febrile diseases	5,882	548	399
Diseases of digestive system	5,761	557	323
Diseases of respiratory system	3,381	413	386
Diseases of circulatory system	200	31	17
Diseases of brain and nervous system	679	68	64
Diseases of cutaneous and cellular system	1,565	181	130
Diseases of fibrous, osseous, and muscular system	1,807	242	117
Diseases of genito urinary system	1,354	287	198
Diseases of eye and ear	313	65	20
Wounds and injuries	2,259	316	169

The foregoing tabular statements of sick do not include the whole strength of the navy for the year 1862. They include only the naval stations, and vessels to which medical officers were attached, and from which reports of sick were received.

There were, during the year 1862, many small vessels in the blockading squadrons, and the Potomac and Mississippi flotillas, without medical officers, and from which no sick reports were received; therefore neither the number admitted on

the sick list nor the number of deaths can be definitely stated; but by assuming the same number of diseases and deaths on board these vessels, as from those from which reports have been received, the proportions will be very nearly correct for the whole strength of the navy.

The following casualties are reported to this office as having occurred on shipboard from the 1st October, 1862, to the 30th ultimo:

	Killed.	*Wounded.*
North Atlantic blockading squadron	30	28
South Atlantic blockading squadron	65	55
East Gulf blockading squadron	9	12
West Gulf blockading squadron	92	122
Mississippi squadron	74	44
Potomac flotilla	1	3
Detached duty	7	13
Making	278	277
Total casualties reported		555

Though our immense fleet, dispersed along the insalubrious regions of the southern coast and Gulf of Mexico, has been so fortunate as to escape any epidemic of magnitude, yellow fever has, at various times, manifested itself in vessels of the Eastern Gulf blockading squadron, especially at Key West and off Pensacola. Quite recently a number of cases have occurred on board the vessels at Pensacola and New Orleans, but the vigilance of the medical officers and prompt enforcement of proper hygienic and preventive means have obviated any very serious consequences.

HOSPITAL FUND.

The condition of this fund is represented as follows:

Balance remaining on hand June 30, 1862	$141,315 02
Transferred to the fund by the Fourth Auditor, on settlement of accounts, &c., during the year ending June 30, 1862	65,552 62
Transferred to the fund on account of supplies by the Naval Laboratory to vessels and navy yards, during the year ending June 30, 1863.*	63,026 57
Total amount of fund June 30, 1863	269,894 21
Deduct amount expended during the year ending June 30, 1863	153,739 21
Balance on hand June 30, 1863	116,155 00

The average expense per week of hospital patients for the year ending June 30, 1863, has been $2 17, under all the heads coming under the cognizance of this bureau.

NAVAL LABORATORY.

The operations of the laboratory have kept pace with the general expansion of the navy.

Most of the vessels now constituting the navy have drawn all their supplies from this source, while constant shipments are made by the regular steamers

* This sum does not include the amount of surplus from the Naval Laboratory ($20,742 23) during the second quarter, 1863, as the transfer has not been made by the proper department. It will be included in the statement for the year ending June 30, 1864.

to keep up a stock of needful articles on board all our vessels engaged in the blockade, or on other duty along the coast, and in the Gulf of Mexico. Navy yards, hospitals, and receiving ships are also supplied with everything pertaining to medical and surgical equipment. The usual inspection of various articles offered under contract to the different departments of the navy has also been performed.

It is to be understood that medical and hospital stores are not only properly prepared, and shipped to all points, but that most of the articles constituting our supplies are manufactured at the laboratory.

Amounts purchased for laboratory during the year ending, June 30, 1863 ..... $89,932 29
Value of issues from laboratory 88,225 81
Value of stock on hand, machinery, appliances, &c., June 30, 1863 . 45,427 42

The amount of issues during the year ending June 30, 1863, it will be seen, was $88,225 81. These were prepared and delivered direct to 310 different vessels and stations; a large proportion of which was specially arranged for distribution to the different squadrons and flotillas, in small packages, for greater convenience of distribution. If these indirect packages be added, the number issued from the laboratory during the year will exceed one thousand.

INSANE OF THE NAVY.

On September 30, 1862, four officers, seven seamen, four marines—fifteen in all remained under treatment in the Government Asylum for the Insane near this city. During the year ending September 30, 1863, two officers, six seamen, two firemen, one landsman, one marine, one pensioner, and two whose rates are not known, were admitted; one officer, one marine, one seaman, and two rates not known, died; one marine deserted; one marine, three seamen, one landsman, and one fireman were discharged, leaving in the institution, September 30, 1863, five officers, two marines, nine seamen, one fireman, and one pensioner. Total, 18.

I beg leave to recommend that some arrangement be made by which a portion of the pay of officers resident in the asylum may be made available, under the direction of the superintendent, to furnish clothing and other necessaries, for which the government should not be taxed.

Three of the officers now under treatment are without families; their pay is accumulating in the treasury, or going, under guardianship, to those who fail to supply many things deemed by the superintendent essential to their comfort or well being, and which the asylum has no funds to provide.

The superintendent should have authority, under the department, to procure all needful clothing and comforts for officers, which are more properly chargeable to the individual than to the government; the bills for which, with the certificates, &c., of correctness, might be paid by the Fourth Auditor, and checked against the officer's account in that office.

NAVAL HOSPITALS.

Pursuant to that portion of your instructions devolving on this bureau "repairs and improvements of hospitals, their support and miscellaneous expenses, and also expenses of the laboratory," which are to be supervised by this bureau after June 30, 1864, I have the honor to submit the following estimates for the purposes indicated.

The large number of sick and wounded compel us to continue the use of the marine hospital at Chelsea, Massachusetts, as well as of a portion of the Insane Asylum, near this city, both courteously granted by the Departments of the Treasury and Interior.

PORTSMOUTH, NEW HAMPSHIRE.

The act approved July 14, 1862, appropriated $14,500 to purchase a certain tract of land upon Seavey's island, and $10,000 to erect a hospital upon said island. The appropriation is still unavailable, in consequence of being connected with the purchase or sale of property on the island; and though some proper accommodation for the sick is greatly needed at that station, as has been represented from year to year by the chief of the Bureau of Yards and Docks, the embarrassment and delay occasioned by the failure to consummate the purchase has prevented, as far as I know, any steps being taken towards the accomplishment of the desired improvement.

The amount allotted for the hospital ($10,000) would be altogether insufficient, and even had there been no obstacles thrown in the way, the building could not have been finished till further appropriations had been made.

I beg leave to recommend an appropriation of $25,000 for suitable hospital accommodations for this station, leaving the site to the judgment and responsibility of the department.

BOSTON, MASSACHUSETTS.

The extension of the hospital at Chelsea, for which the sum of $71,500 was appropriated per act approved July 14, 1862, is well advanced, and will be ready for use during the coming winter.

The building will then afford accommodation for upwards of two hundred patients, and relieve us of the necessity of further encroachment upon the marine hospital in the neighborhood.

The entrance of the hospital grounds is at the north end of the Chelsea bridge, a very public part of the town; and the estate is separated from one of the principal thoroughfares by a rough plank fence, put up nearly twenty years since, and now in a dilapidated condition.

Security and privacy render some better enclosure in this direction very essential, and I therefore include an estimate of a small sum for a plain, substantial brick wall, with iron gateways.

The old portion of the hospital must be remodelled to adapt it to the arrangements of the recently erected section, and the necessary appliances for heating, ventilating, cooking, and laundry introduced.

For these objects, and general repairs of buildings, improvement of grounds, &c., the sum of $17,500 is required.

NEW YORK.

The enlargement of the naval hospital at this station was promptly completed, and furnishes excellent accommodations for 200 additional patients, at the moderate outlay of a little more than $12,000—the sum appropriated for the purpose in the act approved March 3, 1863.

The sum of $9,000 is required for current repairs of hospital and laboratory buildings, improvement of grounds and cemetery, enlargement of heating apparatus, &c.

NAVAL ASYLUM HOSPITAL, PHILADELPHIA.

The building at Philadelphia, occupied conjointly as a "permanent asylum for disabled and decrepid navy officers, seamen, and marines," under the act approved February 26, 1811, and as a general naval hospital, owing to the increase of the navy and the casualties of war, is now so crowded beyond its proper capacity as to render both classes of inmates very uncomfortable.

The beneficiaries for the past six months have averaged 125, besides officers in charge, and numerous attendants; the sick have recently amounted to 132, requiring also many attendants.

The passages and corridors are now used for patients, as the hospital rooms are altogether inadequate.

As it is not probable that either beneficiaries or patients will decrease during the war, and as the former are more likely to be largely augmented in number, it becomes necessary to make some arrangement for extending the accommodations at this station.

The site has been so long occupied for the present purpose that it is too late to discuss its advantages or disadvantages. The building may suffice for either an asylum for beneficiaries or a general hospital, but it is obviously too contracted for both purposes. It would seem, from the law of February 16, 1811, that a permanent asylum (or home) for disabled and decrepid officers, seamen, &c., of the navy was to be "provided" at "one of the establishments" authorized by this act; but the asylum has come to be the predominant feature of this "establishment," leaving but a limited space for the general class for whose benefit hospitals were authorized.

There is much, moreover, in the organization of the asylum, not necessary for a hospital, as naval surgeons are found quite competent to maintain discipline and order, in other establishments, with an aggregate number larger than in the asylum where a governor and other line officers are employed.

As the asylum admits of ready extension, it might be advisable to complete the edifice according to the original plan, when ample room and a complete separation of the inmates would be secured. I submit an estimate of $75,000, to complete the naval asylum at Philadelphia.

A system of out-pensions has been hitherto recommended for beneficiaries; and perhaps many would prefer the sum equivalent to their maintenance in the asylum, in lieu of a residence therein, leaving them the option to make their home wherever their inclinations may lead.

HOSPITAL, NORFOLK, VIRGINIA.

The hospital at Norfolk was abandoned by the rebels immediately after the evacuation of Norfolk, in June, 1862.

The building was used by them for its original purpose; and besides being stripped of its furniture, and left in an exceedingly filthy condition, it had sustained no great damage.

Being so conveniently situated to the North and South Atlantic blockading squadrons, the possession of the hospitals proves of great advantage to the service. The sum of $5,000 is asked for current repairs, improvement of building, ground, wharves, &c., for the year ending June 30, 1865.

HOSPITAL, PENSACOLA, FLORIDA.

The hospital at this station erected on a bluff overlooking the Bay and Gulf of Mexico, the labor of many years, and much money, was destroyed by fire, by the rebels.

The destruction of the building and its contents is believed to have been complete.

When the government repossessed the navy yard a temporary building was prepared for the reception of patients; but as the Western Gulf blockading squadron has been so largely re-enforced, and the number requiring hospital accommodations so much increased by constant conflicts with the enemy, and the effects of exposure to unfavorable climate, it has been found necessary to make large additions to the building. It is believed that it will shortly be in condition to provide for all the consequences of any future naval operations in that quarter.

The sum of $30,000 is required for improvements, enlargement, and contingencies in this establishment.

A depot of medical supplies is maintained at Pensacola.

HOSPITAL, MEMPHIS, TENNESSEE.

An extensive building in the city of Memphis, formerly the Commercial Hotel, was taken possession of by the government in March last for a hospital for the large squadron employed in the Mississippi river and its tributaries. The squadron at our last accounts comprised 69 vessels, and the hospital contained 250 patients. It will be found sufficiently capacious for all the necessities of that squadron.

A hospital steamer, abundantly equipped in all respects, accompanies the squadron, to receive wounded and others requiring removal from the small vessels, whose narrow limits afford no place of shelter or comfort.

The hospital established at Mound City, Illinois, in October last, was abandoned in March, for the more central and convenient position at Memphis.

The sum of $7,000 is required for repairs, improvements, &c., of this establishment.

HOSPITAL, NEW ORLEANS.

The necessities of the small vessels operating in the Lower Mississippi and adjacent bayous have made it imperative to seek quarters on shore for our sick and wounded.

The War Department has put at our service a partially equipped hospital in New Orleans, which not only relieves the vessels of invalids, but affords a convenient depot for medical supplies. The sum of $5,000 is required for repairs, &c., of this establishment.

KEY WEST.

The marine hospital at Key West, Florida, through the courtesy of the Treasury Department, has afforded accommodation for the sick, &c., of the East Gulf blockading squadron and the transient vessels touching at that port.

PORT ROYAL, SOUTH CAROLINA.

The storeship Vermont, stationed at Port Royal, S. C., affords imperfect accommodations for the sick, &c., of the small vessels employed in that quarter; the space allowed for this purpose is too small to make it of special benefit to the medical department, though it is confessedly a great convenience on many occasions.

WASHINGTON, DISTRICT OF COLUMBIA.

The growing importance of this station seems to require some provision for the sick and wounded of the navy employed in this vicinity. The only quarters for this purpose at the command of the department is a portion of the Insane Asylum, which we have occupied by favor of the Interior Department, and to the great inconvenience of the institution, ever since the commencement of the war.

I submit an estimate of $25,000 for a hospital for the naval station, Washington, D. C.

SAN FRANCISCO, CALIFORNIA.

A naval hospital at Mare island, California, was authorized by the act of Congress approved March 3, 1863, and the sum of $25,000 appropriated.

It is understood that this sum has been, or will be, expended in preparing the site, &c.; and according to estimates furnished from that station to the Bureau of Yards and Docks, $75,000 will be required for the ensuing year.

It is proper to observe that at the date of your order placing hospitals under charge of this bureau, all matters relating to them were managed by officers of the navy and civil engineers of yards or stations; and the result appears to be

that our hospitals, which have cost large sums of money, do not present all the peculiar features which should characterize such institutions.

A hospital has long been considered a speciality outside the ordinary experience of the architect; it embraces many problems of site, character of soil, exposure, facility of drainage and sewerage, light, ventilation, and general hygienic adaptations, which can only be duly appreciated by minds familiar with the cause of disease, and the many, other than mere professional, means essential to cure, or preservation of health.

The large number of civil hospitals throughout the country, now the subjects of legitimate criticism on account of faulty construction, fully sustains what I have said of the necessity of professional supervision.

MEDICAL CORPS OF THE NAVY.

In closing this report I deem it not only a grateful office, but a positive duty, to bear testimony to the faithful and efficient service of medical officers of the navy since the outbreak of the war. In consequence of their comparatively small number, their service has been more continuous than has fallen to the lot of most others, from the inability of the department to afford timely relief, or even much interchange of station.

The war brought its trials and novelties to the medical officer, as to those of other grades, and it affords me the highest satisfaction to state, as I think I can do with entire truth, that as a body they have proved themselves equal to every emergency; indeed, it is remarkable that the long interval of peace in which most of them had grown up found one and all so fully prepared for all the contingencies of battle. Not only have they served efficiently on ship-board, but the calls of the army, whenever made, have been promptly and cheerfully answered. Seven medical officers of the navy were despatched from the western Gulf squadron to the aid of the wounded after the attack on Baton Rouge by General Banks.

Assistant Surgeons Hazleton and Luck were detached from the South Atlantic blockading squadron to assist the wounded of the army in the hospitals, Beaufort, S. C., after the attack on Charleston, S. C., by General Gilmore.

In the former instance the Surgeon General of the army expressed his acknowledgments of the service rendered.

During the year two young officers of promise, Assistant Surgeons J. H. Gotwold and Edward A. Pierson, were killed in battle, eleven were taken prisoners by the enemy, seven have been exchanged, four are still retained, viz., Assistant Surgeon Luck and Acting Assistant Surgeons Shufy, Nestell, and Myers; the last named is in close confinement in Richmond.

The improved condition of the medical officers as established in the order of the Navy Department of March 13, 1863, seems to be hardly adequate to the services they have rendered, or commensurate with the social standing of the profession.

The results of the late wars of Europe have impressed upon its various governments the necessity of extending to medical officers the same honor and advantages of rank which constitute so great an attraction and incentive to the military profession.

Within a few years medical men have been elevated to the rank of rear-admiral in the British navy, and major general in the British army, while liberal pensions, the Order of the Bath, and knighthood, are bestowed in cases of distinguished merit.

Medical officers of the navy are at liberty to retire after a full-pay service of twenty-five years, upon most liberal allowances, when compared with line officers; and "in case of distinguished service they receive a step of honorary rank."

The half-pay of a vice-admiral is £593. The retired-pay of a medical inspector general varies from £547 to £684, the maximum being attained after thirty years service.

The half-pay of a rear-admiral is £456; o a deputy inspector general from £383 to £465, according to length of service; the maximum being attained after thirty years' service.

The half-pay of the seventy senior captains is £264; of the staff surgeons from £301 to £337; the maximum being attained in twenty-five years.

The half-pay of the next 100 captains is £228; of surgeons, from £200 on promotion, to £246 after ten years' service.

Medical officers are entitled to the same allowance for wounds and injuries received in action as line officers of similar rank; and their families are entitled to like allowance in case of death.

The humble condition of medical officers of the British army previous to the royal warrant of October 1, 1858, awakened the earnest interest of the late governor general of India, Lord Dalhousie.

In a minute upon the reform of the medical service of India, his lordship observes:

"The surgeon and assistant surgeon rank invariably with the captain and lieutenant; but the rank is only nominal whenever medical officers, and others, are brought together on public duty. * * It is impossible to conceive how such a system as this can have been maintained so long on the strength of no better argument than that 'it has been, and therefore ought to have been.'

"It is impossible to imagine what serious justification can be offered for a system which in respect of external position postpones service to inexperience, age to youth; a system which gives a subaltern, who is hardly free from his drills, precedence over his elder, who perhaps has served through every campaign for thirty years; a system which treats a member of a learned profession, a man of ability, skill, and experience, as inferior in position to a cornet of cavalry just entering on the study of the pay and audit regulations; a system which thrusts down grey-headed veterans below beardless boys."

In the French navy promotion extends to the rank of rear-admiral, and in the army to brigadier general, and the "Legion of Honor" is as open, and advancement in it as certain, to medical as other officers.

The "medecin-en-chef," or fleet surgeon, messes with the commanding officer of the squadron, but pays no mess bill, the government making an allowance therefor of twenty francs per day.

When the foundation of the "Legion of Honor" was under discussion in the Council of State, in May, 1801, General Mathew Dumas proposed that the institution should be confined exclusively to military men. The First Consul combatted such a narrow and invidious policy. "Such ideas," said he, "might be more adapted to the feudal ages, when the chevaliers combatted man to man, and the bulk of the nation was in a state of slavery. * * * * * What is it now which constitutes a great general? It is not the mere strength of a man six feet high, but the coup d'œil, the habit of foresight, the power of thought and calculation, in a word, civil qualities such as are found in a knowledge of human nature. The general who can now achieve great things is he who is possessed of shining civil qualities; it is their perception of the strength of his talents which makes the soldiers obey him. * * * * *

"Not only does the general preserve his ascendency over his soldiers chiefly by civil qualities, but when his command ceases he becomes merely a private individual." * * * * * * *

"The tendency of military men is to carry everything by force; the enlightened civilian, on the other hand, elevates his views to a perception of the general good. The first would rule only by despotic authority: the last subject everything to the test of discussion, truth, and reason. I have no hesitation, therefore, in saying that if a preference was to be awarded to one or the other, it belongs to the civilian."

The council agreed that the proposed honor should not be confined to military service.

In the Russian army medical officers are progressively advanced from the rank of captain to that of general, and the same honors and pensions are bestowed with equal liberality. After the first six years' service medical officers receive increased pay, which continues after each succeeding five years.

In the Belgian army promotion extends to the rank of major general, and the relative military position determines the amount of retired and half-pay. In calculating length of service for retirement, medical officers are permitted to count six years before they entered the service, as the time occupied in preparatory studies.

In the Dutch army promotion extends to the rank of colonel.

In the Prussian army advancement continues to the rank of colonel, and medical officers wear the same uniform as that of the corresponding military rank.

In the Sardinian army the highest rank of the medical corps is that of major general.

In the Spanish army the advancement of medical officers extends to the rank of lieutenant general. The medical inspector general holds the same rank and enjoys the same privileges as the inspector general of the different arms. Medical officers receive the same rates of retired pay as the corresponding military ranks; they are permitted to count as seven years service the time passed in preparatory studies.

The director general has the power to recommend medical officers for certain distinctions, as the "Cross of Scientific Emulation," the "Cross of Isabella the Catholic," the "Cross of Charles 3d," and the "Cross of St. Ferdinand."

In the Spanish navy the rank of medical officers is established upon the same liberal and satisfactory basis.

In the Bavarian army medical officers attain the rank of colonel, and wear the same uniform as other officers of similar relative rank; when unfit for service from age or disease, the pension nearly equals their full pay.

In the Austrian army the rank extends to major general, and medical officers enjoy the same honors and privileges as corresponding military ranks—wear the same uniform, and receive the same rates of retired pay.

If a medical officer die of wounds or exposure on duty, the pension to his family is equal to two-thirds of his pay; if from other causes, to one half of his pay.

The director general is *ex officio* a member of the Aulic council, and receives, as such, a liberal addition to his salary.

In the army of Portugal medical rank extends to the grade of colonel.

I refer to these facts merely to illustrate how unfounded is the idea that medical officers of the navy, in deserving a proper position in an artificial organization, are striving for novel expedients, or dangerous precedents. The experience of the civilized world seems to have acquiesced in the propriety of giving to every person in military life a position somewhat appropriate to the importance of his duties, and through long periods of peace had assured to the military branch an exclusive pre-eminence and power. Recent events most plainly demonstrate that it requires as much intellect, training, as high an order of moral qualities, to insure efficiency to the medical department as to any other branch of military service. It is now esteemed not less important to preserve life, than to destroy it; and he who stands unmoved amid the unseen arrows of the pestilence in the performance of his humane duties, surely evinces no lower order of courage than he who encounters the visible perils of war in another sphere.

The health, and consequent physical efficiency of an army, or a fleet, in time of war, demands much care, solicitude, and watchfulness; and the state is mindful of its true interests when it encourages talent, zeal, and usefulness in so important a service.

The rank of captain, recently conferred on the senior surgeons, is not positively of as much value as their former rank of commander, at the time the second grade of the navy, while that of captain is now the third; so that promotion has reduced them one step in the military scale. In point of sea-service there are medical officers who surpass some of the admirals and commodores; and relatively to length of service, the sea-service of many medical officers is larger than that of the senior officer of the line.

As preferment has been liberally bestowed upon line officers, four new grades having been created since the war, it is not, I hope, presumptuous to propose that those who have equally shared the perils of battle and dangers of climate, whose labors have been so great, and whose rewards have been so few, may, at last, receive a fitter recognition of their fidelity and usefulness.

The war showed the absolute necessity of offering higher inducements in the shape of rank, *i. e.* to medical officers of the army; and who will deny that the medical corps of the navy, so isolated, and necessarily so self-reliant, should embody the best talent, and the highest professional and social character the government can invite to its service?

Some two years since the medical department of our army was so reorganized as to make its chief officer a brigadier general in rank, pay, and emoluments; the Assistant Surgeon General and Medical Inspector General, colonels; the inspectors, (16 in number,) lieutenant colonels, &c., &c. The result does not appear to have been disastrous to the discipline or efficiency of the army in any respect.

I am so well aware of the feeling existing on this subject, that I should forbear to introduce it, did I not as fully know the worth and patriotism of those whose case I plead.

I can safely refer to the records of the war for any instances of short-coming, or lack of zeal and interest; and yet while, as a corps, medical officers have proved so vigilant and efficient on every occasion of danger or duty, it is but seldom, indeed, that they receive a passing notice in official despatches, as is so commonly the practice in the army.

Perhaps some reorganization of the medical department might overcome the indisposition to enter the naval service now so generally manifested by young medical men. We have very considerable difficulty in keeping up the number of officers of the permanent service, while it requires all our exertions to provide, indifferently, for the temporary service.

Many vessels are in commission without medical officers; for the simple reason that, after all sorts of publicity, we cannot procure them in sufficient numbers.

It would only be just that medical officers on the retired list should receive the pay of their relative rank, as they have felt somewhat onerously the effects of the various legislation on the subject.

In February, 1861, Congress provided that medical officers on the retired list should receive the leave pay of their respective grades as it existed prior to the act to regulate the pay of the navy, approved June 1, 1860. August 3, 1861, it was enacted by Congress that surgeons ranking with commanders should receive $1,100 per year, and those ranking with lieutenants $1,000 per year, with four rations per day, to be commuted at 30 cents each. July, 1862, Congress enacted that commanders on the retired list should receive $1,400, lieutenants $1,100 per year, and that no rations should be allowed to any officers on the retired list. The increased pay to commanders compensated for the loss of the rations, while medical officers are deprived of the ration without any addition to their pay.

The Bureau of Medicine and Surgery is the only office of the Navy Department, if not, perhaps, of the government, which continues to discharge all the duties consequent upon the great enlargement of the service with the same

small force which found sufficient occupation when the navy consisted of 7,500 men and some 30 or 40 vessels. No additional clerks have been granted to the office; nor, indeed, have they been asked. The correspondence of the office is constant with the 420 stations and vessels in commission falling, in part, under it supervision, and with the Pension Office.

I submit an imperfect synopsis of the business of the office for the year ending September 30 ultimo:

Letters written during the year	7,000
Letters received, keyed and filed	5,000
Reports of survey received, in duplicate	1,304
Certificates of death received, in duplicate	910
Certificates of ordinary disability, in duplicate	205
Quarterly reports of sick, tabulated, condensed, and registered	934
Requisitions, in duplicate, examined and approved	979
Bills and vouchers, in duplicate and triplicate, examined and registered in day-book and ledger	2,811
References from Pension Office	344
Pension cases adjusted in this office, and certificates forwarded	185

No contracts have been made by the bureau during the year.

Very respectfully, your most obedient servant,

W. WHELAN,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPITULATION OF ESTIMATES.

Surgeons' necessaries and appliances	$210,000
Contingent	60,000
Personnel of hospital, pay of navy	70,140
Construction, improvement, and repair of hospitals	273,000
Total	613,140

W. WHELAN,
Chief of Bureau.

A.—*Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery for the support of said bureau, required for the service of the fiscal year ending June* 30, 1865.

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30 1865.	Estimates of the balances of appropriations unexpended on the 30th of June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
For salary of chief of bureau, per act of July 5, 1862; Statutes at Large, 2d session 37th Congress, section 2, page 510	$3,500			
For salary of assistant to bureau, per act of July 16, 1862; Statutes at Large, 2d session 37th Congress, section 18, page 586	2,800			
For salary of two clerks, per act of July 5, 1862; Statutes at Large, 2d session 37th Congress, section 3, page 511, at $1,400 each	2,800			
For salary of messenger, per act of July 5, 1862; Statutes at Large, 2d session 37th Congress, section 3, page 511	840			
For salary of laborer, per act of February 25, 1863; Statutes at Large, 3d session 37th Congress, section 2, page 695	600			
		$10,540		
Contingent expenses.				
Blanks, stationery, and miscellaneous items	450			
		450		
Total required for support of bureau		10,990		$10,990

W. WHELAN, *Chief of Bureau.*

B.—*Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, required for the service of the fiscal year ending June* 30, 1865.

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimates of the balances of appropriations unexpended on the 30th of June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
Surgeons' necessaries and appliances.				
For the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, coast survey, sixty thousand men, at $3 50 per man	$210,000			
Contingent.				
For the medical department	60,000			
		$270,000		$197,500

W. WHELAN, *Chief of Bureau.*

C.—*Estimate of the pay of officers and others at naval hospitals for the fiscal year ending June 30, 1865.*

BOSTON.

No.	Officers, &c.	Pay.	Aggregate
1	Surgeon	$2,600	
2	Assistant surgeons	2,100	
1	Steward	480	
1	Apothecary	300	
1	Matron	204	
4	Nurses, at $180 each	720	
2	Cooks, at $168 each	336	
3	Washers, at $144 each	432	
3	Watchmen, at $240 each	720	
1	Messenger	144	
1	Gardener	276	
			$8,312

NEW YORK.

	HOSPITAL.		
1	Surgeon	2,600	
4	Assistant surgeons, at $1,050 each	4,200	
1	Steward, at $40 per month	480	
1	Surgeon's steward, at $25 per month	300	
1	Apothecary	300	
1	Matron	204	
8	Nurses, at $180 each	1,440	
4	Washers, at $144 each	576	
2	Cooks, at $168 each	336	
2	Assistant cooks, at $144 each	288	
1	House cleaner	144	
1	Messenger	144	
1	Gate keeper	360	
1	Gardener	276	
1	Porter	180	
3	Watchmen, at $240 each	720	
1	Engineer for steam-pump	480	
			13,028
	LABORATORY.		
1	Surgeon	2,800	
1	Assistant surgeon	1,050	
1	Assistant in chemical department	800	
1	Do ..... do ..... do	600	
1	Do ..... do ..... do	360	
1	Do ..... do ..... do	300	

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
1	Assistant in manufacturing department	$216	
5	Laborers in packing department, at $300	1,500	
1	Engineer	600	
			$8,226

PHILADELPHIA.

1	Surgeon	2,800	
2	Assistant surgeons, at $1,050 each	2,100	
1	Hospital steward	480	
1	Matron	204	
2	Cooks, at $156 each	312	
4	Nurses, at $180 each	720	
3	Washers, at $108 each	324	
1	Messenger	240	
			7,180

WASHINGTON.

1	Surgeon	2,000	
2	Hospital stewards, at $480 each	960	
3	Nurses, at $180 each	540	
1	Cook	168	
1	Laborer	144	
			3,812

NORFOLK.

1	Surgeon	2,800	
3	Assistant surgeons, at $1,050 each	3,150	
1	Hospital steward	480	
1	Apothecary	300	
1	Matron	204	
9	Nurses, at $180 each	1,620	
3	Nurses, at $120 each	360	
1	Nurse, at $72	72	
1	Cook, at $204	204	
1	Cook, at $96	96	
1	Gardener	276	
8	Washers, at $96 each	768	
7	Laborers on grounds, and boats' crews, at $10 per month	840	
3	Laborers, kitchen and mess-room, at $10 per month	360	
			11,530

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate
	HOSPITAL.		
1	Surgeon	$2,000	
2	Assistant surgeons, at $1,050 each	2,100	
1	Hospital steward	480	
1	Apothecary	360	
1	Matron	300	
3	Washers, at $180 each	540	
6	Nurses, at $216 each	1,296	
2	Cooks, at $216 each	432	
4	Laborers, $144 each	576	
			$8,084

MEMPHIS.

	HOSPITAL.		
1	Surgeon	2,600	
2	Assistant surgeons, at $1,050 each	2,100	
1	Hospital steward	600	
1	Apothecary	420	
1	Matron	360	
8	Nurses, at $216 each	1,728	
4	Washers, at $180 each	720	
4	Cooks, at $216 each	864	
4	Laborers, at $144 each	576	
			9,968

W. WHELAN, *Chief of Bureau.*

D.

Estimates for construction, improvement, and repairs of hospitals.

BOSTON.

Remodelling old section of the hospital; for heating and cooking and laundry apparatus; brick wall and iron gateways on Broadway; repairs of building and improvement of grounds $17,500

NEW YORK.

Repairs and improvements of building and grounds; increase of apparatus in the laboratory; repairs to heating apparatus, &c 9,000

NORFOLK.

General improvement and repairs of building, ground, wharves, &c ... 5,000

PENSACOLA.

Completion of extension of building 30,000

MEMPHIS.

Repairs and improvements	$7,000

NEW ORLEANS.

Repairs and improvements	5,000

MARE ISLAND, CALIFORNIA.

Continuing hospital authorized by act approved March 3, 1863	75,000
Total	148,500

SUBMITTED.

For erecting hospital at Portsmouth, N. H	$25,000
Extending naval asylum, Philadelphia	75,000
Erecting hospital at Washington, D. C	25,000
Total	125,000

W. WHELAN,
Chief of Bureau.

No. 10.

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 8, 1863.

SIR: I have the honor to report that in the month of August last I visited and inspected the marine ports at Philadelphia, New York, Boston, and Portsmouth, N. H., at all of which I found the troops under a good and proper state of discipline. At Philadelphia, New York, and Boston the barracks are in good order, and will require only the ordinary wear and tear to be attended to during the ensuing year. At Portsmouth, N. H., the barracks are much in want of repair. The estimate for this purpose, made by the civil engineer of that station, has been sent to the department by the quartermaster, for which I respectfully ask your favorable consideration. At headquarters the vaults for the men and sewers for the garrison, together with the addition to the hospital, are now being constructed, and, when finished, will be a great comfort to the men, and a much desired improvement.

Estimates for the construction of barracks at Mare island, California, amounting to $250,000, were submitted near the close of the last session of Congress. The sum of $100,000 was then appropriated, and the work has been commenced. The drawings and specifications for the buildings are completed, and will be transmitted when required, with a request that the balance of the estimate be appropriated. If it be intended to re-establish, permanently, the navy yards at Norfolk and Pensacola, barracks should be erected at each of those stations, and I would also recommend this subject to the favorable attention of the department.

The establishment of a marine station at Cairo, Illinois, and the detailing a battalion for duty in the South Atlantic blockading squadron, have greatly reduced our strength at the several navy yards, and rendered it difficult to supply the increasing demand for guards for sea service. At the navy yards the number is not half enough to afford adequate protection to the vast amount of public property therein, while the commanders of vessels in commission are constantly applying for an increase of their guards. The deficiency in the number

of marines has been a cause of general complaint by naval officers in command, both at the yards and on board ship, while it compels me in many instances to detail for active duty recruits imperfectly instructed in the duties of the soldier. It is very desirable that this should be remedied, and I would therefore respectfully recommend an increase to the corps of 500 men, with a proportionate number of officers, to meet the wants of the service.

Our recruiting has not been as successful during the past year as I could have wished. The bounty given to recruits for the regular army and volunteers has been so large, that, with the little means at our disposal, we have not been able to keep the corps up to its legal standard, as will be seen by the accompanying general return, which exhibits a deficit of 671 men. We have, however, been able to supply the casualties of the service; and if we could be authorized to give each recruit a bounty of $50, I feel satisfied we would soon fill up our ranks to the number allowed by law.

The discipline and efficiency of the entire corps I regard as excellent, especially when we consider that it is broken up into so many small detachments, with rarely an opportunity to concentrate even a full company for purposes of military instruction, drill, &c. During the past year, the greater part of it has been in active service in the various vessels and squadrons, and its officers and men have shared in the toils and dangers, and have borne an humble part, in all those gallant achievements which have shed a new lustre upon our naval history.

The present numbers of the corps, as well as its services, give it an equal claim to those honors and rewards which have been so liberally bestowed by the government upon other branches of the service. The navy proper has earned for itself, and received, a great increase of rank, and all departments of the army have had rank conferred with their increase of numbers and duty, while the marine corps alone, now increased to 3,600 men, has no higher grade for its head than that established when it numbered but 1,200 men. I deem it, therefore, but a simple act of justice to renew my recommendation that the rank of brigadier general be conferred upon the head of the corps. This recommendation may have the appearance, to some, of an undue desire on my part for promotion, yet I can freely say, without professing a disregard for those honors which a soldier looks for as his reward, that I make it more for the good of the service than my own advancement, for, as I before observed, the honor if conferred can remain with me but for a short period.

I am, very respectfully, your obedient servant,

JOHN HARRIS,
Colonel Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Washington, D. C., September 5, 1863.

SIR: I enclose to the department estimates for the quartermaster's department of the marine corps for one year, in triplicate, commencing July 1, 1864. I also enclose a letter from the quartermaster to myself, explaining the different estimates, which I respectfully submit.

I have the honor to be, very respectfully, your obedient servant,

JOHN HARRIS,
Colonel Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 4, 1863.

SIR: I have the honor to transmit, herewith, triplicate estimates for the support of the quartermaster's department marine corps for one year, commencing July 1, 1864, and ending June 30, 1865.

The present estimates vary from those submitted last year, in the amount asked for "clothing," being $23,124 24 more than was then estimated, and as caused by the high prices of the material from which the garments are made.

I am, sir, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Col. JOHN HARRIS,
Commandant United States Marine Corps.

Estimate of the expenses of the quartermaster's department of the marine corps for one year from July 1, 1864, *to June* 30, 1865.

There will be required for the support of the quartermaster's department of the marine corps for one year, commencing on the 1st of July, 1864, in addition to the balances then remaining on hand, the sum of four hundred and eighty thousand seven hundred and fifty-four dollars and seventy-five cents.

For provisions	$135,926 00
For clothing	223,398 00
For fuel	31,430 75
For military stores, viz: pay of mechanics, repairs of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments	15,000 00
For transportation of officers, their servants, troops, and for expenses of recruiting	22,000 00
For repairs of barracks, and rent of offices where there are no public buildings	8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage, purchase and repair of boats, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repairs of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture for officers' quarters, bed-sacks, wrapping paper, oilcloth, crash, rope, twine, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at hospital headquarters, repairs to fire-engines, purchase and repair of engine hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carryall purchase and repair of harness, purchase and repair of handcarts and wheelbarrows, scavengering, purchase and repair of galleys, cooking-stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repairs of pumps, furniture for staff and commanding officers' offices, brushes, brooms, buckets, paving, and for other purposes	45,000 00
Amount required	480,754 75

Respectfully submitted.

W. B. SLACK,
Quartermaster Marine Corps.

Provisions.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations at 20 cts. per ration.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen	1,827	33	....	1,860	1	$135,780
Matron and washerwoman at hospital headquarters	.....	1	1	2	1	146
Amount required	.....	....	....	.....	....	135,926

Clothing.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, $55 per annum.	3,654	$200,970
1,400 watch coats, at $16 02 each	.....	22,428
Amount required	.....	223,398

Fuel.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For colonel commandant	1	36	4	36	4
For colonel	1	36	4	36	4
For lieutenant colonels	2	29	4	59	...
For majors	4	29	4	118	...
For staff majors	3	29	4	88	4
For staff captains	2	24	6	48	4
For captains	12	24	6	297	...
For lieutenants, first and second	30	16	4	495	...
For non-commissioned officers, musicians, privates, washerwomen, and servants	1,967	1	4	2,950	4
For matron, hospital headquarters	1	1	4	1	4
For hospital headquarters	1	33	....	33	...
For hospitals at other posts	5	16	4	82	4
For armory	1	30	....	30	...
For mess-rooms for officers	7	3	4	24	4
For offices of commandant and staff, and commanding offices of posts	15	7	....	105	..
For officers of day's rooms	7	3	4	24	4
For guard-rooms at barracks and navy yards	9	21	....	189	...
For stores for clothing and other supplies	3	5	....	15	...
For one-fourth additional on 800 cords, quantity supposed to be required in latitude north 39°	.....	....	....	200	...
Which, at $6 50 per cord, is $31,430 75.	.....	....	....	4,835	4

HEADQUARTERS MARINE CORPS,
Washington, D. C., September 7, 1863

SIR: I enclose to the department estimates in triplicate for the paymaster's department of the marine corps for one year, commencing July 1, 1864.

I also enclose a letter from the paymaster to myself, explaining the different estimates, which I respectfully submit.

I have the honor to be, very respectfully, your obedient servant,

JOHN HARRIS,
Colonel Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 7, 1863.

SIR: I enclose herewith estimates in triplicate for pay and subsistence of officers, and pay of non-commissioned officers, musicians and privates, of the United States marine corps, for the fiscal year ending June 30, 1865.

The estimates now submitted show an increase of one thousand and two dollars over the sum appropriated for the last fiscal year, as follows:

Increase for additional pay for musicians of the band, per act of August 18, 1856, omitted in the estimates for the last year in consequence of an erroneous construction of law		$1,488
Increase of pay of leader of the band, also omitted last year in consequence of an erroneous construction of law		708
Increase for pay of one captain placed on the retired list		720
		2,916
Decrease in pay of one retired first lieutenant dropped from the rolls	$1,038	
Decrease in additional rations to officers for five years' service	876	
		1,914
Total increase		1,002

I am, very respectfully, your obedient servant,

J. C. CASH,
Paymaster Marine Corps.

Col. JOHN HARRIS,
Commandant U. S. Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps from July 1, 1864, to June 30, 1865.

Rank and grade.	Number.	PAY.			SUBSISTENCE.		Aggregate.
		Pay per month.	Number of serv'ts at $22 50 per mo.	Total.	Number of rations at 30 cts. per ration.	Total.	
Colonel commandant	1	$95 00	2	$1,680 00	12	$1,314 00	$2,994 00
Colonel	1	95 00	2	1,680 00	6	657 00	2,337 00
Lieutenant colonels	2	80 00	2	3,000 00	5	1,095 00	4,095 00
Lieutenant colonel, retired	1	80 00	.....	960 00	4	438 00	1,398 00
Majors	4	70 00	2	5,520 00	4	1,752 00	7,272 00
Major, retired	1	70 00	.....	840 00	4	438 00	1,278 00
Quartermaster, adjutant and inspector, and paymaster	3	80 00	*2	4,572 00	4	1,314 00	5,886 00
Assistant quartermasters	2	70 00	*1	2,244 00	4	876 00	3,120 00
Captains	20	70 00	1	22,200 00	4	8,760 00	30,960 00
Captain, retired	1	60 00	.....	720 00	4	438 00	1,158 00
Captain, retired	1	60 00	.....	720 00	.....	.....	720 00
First lieutenants	30	50 00	1	26,100 00	4	13,140 00	39,240 00
Second lieutenants	30	45 00	1	24,300 00	4	13,140 00	37,440 00
Principal musician, leader of the band	1	45 00	1	810 00	4	438 00	1,248 00
Sergeant major and quartermaster sergeant	2	24 00	.....	576 00	.....	.....	576 00
Drum major	1	22 00	.....	264 00	.....	.....	264 00
Orderly sergeants	70	22 00	.....	18,480 00	.....	.....	18,480 00
Sergeants, first enlistment	90	17 00	.....	18,360 00	.....	.....	18,360 00
Sergeants, second enlistment	80	19 00	.....	18,240 00	.....	.....	18,240 00
Corporals, first enlistment	140	13 00	.....	21,840 00	.....	.....	21,840 00
Corporals, second enlistment	120	15 00	.....	21,600 00	.....	.....	21,600 00
Musicians of the band	30	.....	.....	8,004 00	.....	.....	8,004 00
Drummers and fifers, first enlistment	64	12 00	.....	9,216 00	.....	.....	9,216 00
Drummers and fifers, second enlistment	56	14 00	.....	9,408 00	.....	.....	9,408 00
Privates, first enlistment	2,300	13 00	.....	358,800 00	.....	.....	358,800 00
Privates, second enlistment	700	15 00	.....	126,000 00	.....	.....	126,000 00
Clerks to colonel commandant, adjutant and inspector, paym'r, quarterm'r, and assist. quarterm'r	10	.....	.....	10,830 30	.....	.....	10,830 30
Steward and nurse in hospital at headquarters	2	†1 50	.....	1,095 00	.....	.....	1,095 00
Messenger to colonel commandant and staff at headquarters	1	.....	.....	809 50	.....	.....	809 50
Messenger in assistant quartermaster's office, Philadelphia	1	†1 00	.....	365 00	.....	.....	365 00
Additional rations to officers for five years' service	.....	.....	.....	.....	112	12,264 00	12,264 00
Undrawn clothing	.....	.....	.....	.....	.....	15,000 00	15,000 00
Additional pay to musicians of the band, per act of August 18, 1856	31	.....	.....	1,488 00	.....	.....	1,488 00
	.....	.....	.....	720,721 80	.....	71,064 00	791,785 80

* At $23 50 per month.

† Per day.

Respectfully submitted.

J. C. CASH, *Paymaster Marine Corps.*

HEADQUARTERS MARINE CORPS, *Paymaster's Office, September 7*, 1863

HEADQUARTERS MARINE CORPS,
Washington, September 30, 1863.

SIR: I enclose estimates in triplicate for the construction of barracks, &c., at Mare island, California, accompanied by a letter of explanation from the quartermaster, which I respectfully recommend to the favorable consideration of the department.

I have the honor to be, very respectfully, your obedient servant,

JOHN HARRIS,
Colonel Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 30, 1863.

SIR: I have the honor to submit herewith, in triplicate, the estimated cost of building marine barracks, officers' quarters, gateway, &c., at Mare island, California, by which it will be seen that the sum of $150, 781 32 will be required in addition to the amount already appropriated.

This statement is based upon the estimates submitted to you by Major Garland, commanding marines, Mare island, California.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Col. JOHN HARRIS,
Commandant U. S. Marine Corps, Headquarters.

Estimate of the cost of building marine barracks, officers' quarters, gateway, &c., at Mare island, California.

There will be required to construct marine barracks, officers' quarters, gateway, &c., at Mare island, California, the sum of one hundred and fifty thousand seven hundred and eighty-one dollars and thirty cents, as follows, viz:

For men's quarters	$139,058 44
For commandant's house	27,721 23
For captain's house	13,545 60
For quartermaster's house	13,545 60
For bachelors' quarters	36,538 31
For gateway	20,372 12
	250,781 30
Deduct amount appropriated	100,000 00
Amount required	150,781 30

Respectfully submitted.

W. B. SLACK,
Quartermaster Marine Corps.

HEADQUARTERS MARINE CORPS,
Washington, September 17, 1863.

SIR: I enclose to the department estimates in triplicate for repair of barracks at Portsmouth, New Hampshire, accompanied by explanations from Mr. Chandler, civil engineer of the yard; also a copy of a report from Doctor Delaney, surgeon of the station, stating that alterations are necessary to the health of the men; and a letter from Major Slack, accompanying them, which I respectfully unite in recommending as necessary to the health and comfort of the men and officers.

I have the honor to be, very respectfully, your obedient servant,
JNO. HARRIS, *Colonel Commandant.*

Hon. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Quartermaster's office, Washington, September 16, 1863,

SIR: I have the honor to transmit herewith, to be forwarded to the Navy Department, triplicate estimates, accompanied by explanatory letter from B. F. Chandler, esq., civil engineer, navy yard, Portsmouth, N. H., for widening and improving the marine barracks, officers' quarters, &c., at the navy yard, Portsmouth, N. H.

The amount estimated by Mr. Chandler for this purpose is twenty-two thousand dollars, ($22,000.)

I am, very respectfully, your obedient servant,
W. B. SLACK,
Qnartermaster Marine Corps.

Col. JNO. HARRIS,
Commandant Marine Corps, Headquarters.

Estimate for widening and improving the marine barracks, officers' quarters, &c., at the navy yard, Portsmouth, N. H.

There will be required to widen and improve the marine barracks, officers' quarters, &c., at navy yard, Portsmouth, N. H., and to build piazza, erect lightning rods, &c., the sum of twenty-two thousand dollars.

Respectfully submitted.
WM. B. SLACK, *Quartermaster Marine Corps.*

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, Sept. 15, 1863.

CIVIL ENGINEER'S OFFICE,
Navy Yard, Portsmouth, N. H., September 7, 1863.

SIR: I have examined the barracks, at your request, with a view to widening and improving the buildings, to secure proper ventilation and a convenient arrangement for both officers and men.

In this estimate no provision is made for ornament or unnecessary expenditure, but strictly such changes as seem to be imperatively demanded for the health of the occupants. The estimated cost is twenty-two thousand dollars.

The improvements and changes contemplated are, widening the barracks or centre building seven feet, raising the floor (now too low) to a suitable height, and adding one story, a piazza or portico twelve feet in width the entire length between the wings, and raising the wings one story.

The estimate includes the material and labor for finishing the whole, and embraces furnaces, lightning rods, and grading.

Respectfully submitted.

B. F. CHANDLER,
Civil Engineer.

Lieutenant Colonel WARD MARSTON,
Commanding Marines, Navy Yard, Portsmouth, N. H.

CIVIL ENGINEER'S OFFICE,
Navy Yard, Portsmouth, N. H., October 27, 1862.

SIR: In obedience to your order, I have examined the barracks with the view of widening the centre building seven feet, raising the floors to a suitable height, and adding one story, and a piazza or portico of twelve feet in width the entire length between the wings. This will make it necessary to raise the wings one story.

The estimate of the probable cost complete, including painting, lightning rods, is fifteen thousand dollars.

Respectfully submitted.

B. F. CHANDLER,
Civil Engineer.

Captain GEO. F. PEARSON,
Commandant.

U. S. NAVY YARD, PORTSMOUTH, N. H.,
October 31, 1862.

COLONEL: There are now in the barracks under your command one hundred and eleven men. The barracks are not capable of containing, or berthing healthfully, more than forty soldiers. The sleeping rooms are small, and badly ventilated. Some five years ago the addition of the guard of the Vandalia, just returned from the East Indies, to the ordinary complement of the barracks, produced numerous cases of cholera, and forced the occupation of the left wing for the use of the sick.

I have to request that you will call the attention of the commandant of the marine corps to the sanitary condition of the barracks, and urge him to apply for its enlargement, or reduce the number of its occasional inmates.

I am, sir, respectfully, your obedient servant,

M. G. DELANEY,
Surgeon.

Lieut. Col. W. MARSTON, U. S. M. C.,
Comd't of Barracks, Navy Yard, Portsmouth, N. H.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 16, 1863.

SIR: I have the honor to transmit herewith, to be forwarded to the Navy Department, the following schedules, in triplicate, viz:

Of proposals for supplies during the year 1863.
Of proposals for rations during the year 1863.
Of proposals for fuel during fiscal year ending June 30, 1864.
Of existing contracts for supplies during the year 1863.
Of existing contracts for rations during the year 1863.
Of existing contracts for fuel during fiscal year ending June 30, 1864.

I am, very respectfully, your obedient servant,

W. B. SLACK, *Quartermaster Marine Corps.*

Col. JOHN HARRIS,
Commanding U. S. Marine Corps, Headquarters.

Schedule of proposals received for supplies for the marine corps for the year 1863, under advertisement inviting proposals dated October 17, 1862.

Bidders.	Class No. 1.					Class No. 2.					Class No. 3.			
	Sky blue kersey, per y'd.	Dark blue kersey, per y'd.	Dark blue twilled cloth, per yard.	Scarlet cloth, per yard.	Total bid.	Six-quarter dark blue flannel, per yard.	Three-quarter dark blue flannel, per yard.	Gray blankets, each.	Woollen socks, per pair.	Total bid.	White 13-oz. linen, per y'd.	White 11-oz. linen, per y'd.	Canton flannel, per y'd.	Total bid.
Samuel F. Gwinner	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles Bamum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. R. Mudge*	$3 80	$4 25	$4 25	.....	.....	$2 25	$1 00	$3 50	.....	.....	.....	.....	$0 39	.....
Stone, Bowman & Bliss*	.....	.....	3 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins†	3 75	4 20	4 20	$3 00	$15 15	1 88	1 00	3 98	$0 40	$7 26	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews‡	.....	.....	.....	.....	.....	1 90	1 00	4 00	35	7 25	$0 75	$0 85	32	$1 92
Henry Eggeling	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry Eggeling	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry Chaffin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edward Phelan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. A. & J. Sawyer	2 75	3 25	3 25	6 00	15 25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott§	.....	.....	.....	.....	.....	1 59	77½	‖2 98	33	5 67½	.....	.....	.....	.....
J. Augustus Noe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William H. Johnson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Teel & Weiler	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horstman Bro. & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burk & Lenny	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Abraham Thorpe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry A. Dingee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
John B. Babock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seth Bryant	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Informal; did not propose for whole class. † Accepted for class No. 1. ‡ Accepted for class No. 3. § Accepted for class No. 2. ‖ 74¼ per pound.

Schedule of proposals received for supplies for the marine corps, &c.—Continued.

Bidders.	Class No. 4.					Class No. 5.									
	Uniform caps, each.	Pompons, each.	Fatigue caps, each.	Stocks, each.	Total bid.	Coat buttons, per gross.	Jacket but'ns, per gross.	Vest buttons, per gross.	Crescent and scale straps, per pair.	Bullion for sergeants and corporals, per set.	Bullion for privates, per set.	Red worsted sashes, each.	Yellow binding, per yard.	Red cord, per yard.	Sgt's swords, each.
Samuel F. Gwinner															
Charles Bamum															
E. R. Mudge															
Stone, Bowman & Bliss															
Jacob Reed															
Bent & Bush*	$2 55	$0 09	$2 00	$0 31	$4 95	$1 50	$2 50	$1 00	$1 50	$1 50	$1 50	$1 00	$0 20	$0 10	$4 75
Peter Higgins															
C. S. Storms															
William Mathews															
Henry Eggeling															
Henry Eggeling															
Henry Chaffin															
Edward Phelan															
F. A. & J. Sawyer															
Henry W. Scott															
J. Augustus Noe															
William H. Johnson															
Teel & Weiler															
Thomas B. Peddie															
Horstman Bro. & Co	3 00	14	1 52	30	4 96	3 50	2 50	1 50	80	75	1 00	1 50	4	2	5 50
Burk & Lenny															
Abraham Thorpe															
Henry A. Dingee															
John B. Babockt			1 62½												
Seth Bryant															

* Accepted for classes Nos. 4 and 5. † Informal; did not propose for whole class.

Schedule of proposals received for supplies for the marine corps, &c.—Continued.

Bidders.	Class No. 5.									Class No. 6.	Class No. 7.				
	Musicians' swords, each.	Drums, each.	Drum slings, each.	Batter drum-heads, each.	Snare drum-heads, each.	Drum cords, each.	Drum snares, per set.	Boxwood fifes, each.	Total bid.	Brogans, per pair.	Cart'ge boxes, each.	Bayonet scab-bards, each.	Percuss'n cap pouches, each.	Cartridge-box belts, each.	Bayonet belts, each.
Samuel F. Gwinner*	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1 95	.....	.....	.....	.....	.....
Charles Bamum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. R. Mudge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, Bowman & Bliss	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush†	$3 75	$4 00	$0 20	$1 00	$0 25	$0 25	$0 15	$0 20	$28 35	.....	.....	.....	.....	.....	.....
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms‡	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1 14	$0 45	$0 35	$0 75	$0 74
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry Eggeling§	.....	5 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry Eggeling§	.....	.....	.....	.....	.....	.....	.....	‖4 00	.....	.....	.....	.....	.....	.....	.....
Henry Chaffin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edward Phelan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. A. & J. Sawyer	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
J. Augustus Noe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William H. Johnson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Teel & Weiler	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horstman Bro. & Co	4 25	5 00	36	85	30	30	20	33	28 70	.....	1 35	40	37	94	82
Burk & Lenny	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 99½	.....	.....	.....	.....	.....
Abraham Thorpe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry A. Dingee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 15	42	36	78	75
John B. Babock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seth Bryant	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 19	.....	.....	.....	.....	.....

* Accepted for class No. 6. † Accepted for classes Nos. 4 and 5. ‡ Accepted for class No. 7. § Informal; did not propose for whole class. ‖ Per dozen.

Schedule of proposals received for supplies for the marine corps, &c.—Continued

Bidders.	Class No. 7.					Class No. 8.					Class No. 9.				
	Waist belts, each.	Waist plates, each.	Breast plates, each.	Sword frogs, each.	Total bid.	Knap'ks, each.	Haver'ks, each.	Canteens, each.	Musket slings, each.	Total bid.	Watch coats, each.	Sergeants' uniform coats.	Corporals' uniform coats.	Musicians' uniform coats.	Privates' uniform coats.
Samuel F. Gwinner															
Charles Bamum															
E. R. Mudge											$2 19	$3 10	$3 10	$3 10	$3 10
Stone, Bowman & Bliss															
Jacob Reed*															
Bent & Bush											2 00	2 28	2 28	2 28	2 28
Peter Higgins															
C. S. Storms†	$0 30	$0 10	$0 12	$0 10	$4 05										
William Mathews															
Henry Eggeling															
Henry Eggeling															
Henry Chaffin											2 35	3 75	3 75	3 75	3 75
Edward Phelan						$2 74	$0 66	$0 50	$0 39	$4 29					
F. A. & J. Sawyer															
Henry W. Scott															
J. Augustus Noe‡											2 97	4 00	4 00	4 50	4 00
William H. Johnson						2 75	67½	51	40	4 33½					
Teel & Weiler											2 40	3 44	3 44	3 44	3 44
Thomas B. Peddie§						2 37½	62½	50	35	3 85					
Horstman Bro. & Co	38	18	18	25	4 87										
Burk & Lenny															
Abraham Thorpe‡															
Henry A. Dingee	30	13	15	12	4 16						1 87½	3 12½	2 75	2 75	1 87½
John B. Babock															
Seth Bryant															

* Accepted for class No. 9. † Accepted for class No. 7. ‡ Informal; did not propose for whole class. § Accepted for class No. 8.

Schedule of proposals received for supplies for the marine corps, &c.—Continued.

Bidders.	Class No. 9.														
	Sergeants' f'ck coats.	Corporals' f'ck coats.	Musicians' f'ck coats.	Privates' frock coats.	Serg'ts' woollen pants.	Musi'ns' woollen pants.	Corporals' and privates' woollen pants.	Linen pants.	Flannel shirts.	Linen shirts.	Drawers.	Flannel sacks.	Boys' jackets.	Total bid.
Samuel F. Gwinner														
Charles Bamum	$1 60	$1 60	$1 60	$1 60	$0 50	$0 50	$0 50	$0 34	$0 14	$0 15	$0 17	$0 26	$0 70	$24 25
E. R. Mudge														
Stone, Bowman & Bliss														
Jacob Reed*	2 00	2 00	2 00	2 00	1 00	1 00	1 00	38	25	30	25	16	75	24 21
Bent & Bush														
Peter Higgins														
C. S. Storms														
William Mathews														
Henry Eggeling														
Henry Eggeling														
Henry Chaffin	2 50	2 50	2 50	2 50	56	56	56	30	20	50	17	1 05	1 30	32 55
Edward Phelan														
F. A. & J. Sawyer														
Henry W. Scott														
J. Augustus Noe†	2 88	2 88	2 88	2 88	70	70	70	70	40	40	35	40		
William H. Johnson														
Teel & Weiler	2 65	2 65	2 65	2 65	84	84	84	70	35	40	25	40	1 62	36 40
Thomas B. Peddie														
Horstman Bro. & Co														
Burk & Lenny														
Abraham Thorpe†				1 87½			58	50	12½	12½	12½	‡1 95	1 00	
Henry A. Dingee														
John B. Babock														
Seth Bryant														

* Accepted for class No. 9. †Informal; did not propose for whole class. ‡ Per dozen.

W. B. SLACK, *Quartermaster Marine Corps.*

QUARTERMASTER'S OFFICE, *United States Marine Corps, Washington, September* 16, 1863.

Schedule of proposals for supplying rations to the marine corps during the year 1863, *under advertisement from quartermaster's office dated October* 14, 1862.

Names of bidders.	STATIONS BID FOR.						Remarks.
	Portsm'th, N. Hampshire.	Charlestown, Mass.	Brooklyn, N. York.	Philadelphia, Pa.	Washington, D. C.	Gosport, Va.	
	Per 100.						
William Ward						$25 95	
Messrs. Kimberly Bro						24 00	Accepted.
N. H. Graham & Co		$25 45					
Do				$23 47			
Do					$28 47		
Do	$25 45						
Do			$24 22				
D. B. Winton				23 98			
Do					25 78		
Do		24 98					Accepted.
Do	25 98						
Do			23 78				
King & Burchell					24 95		
Sam'l Reckless			23 75	23 45			Accepted.
A. P. Hoover					24 00		
Peter Higgins	25 45	25 40	25 40	25 95			
N. F. Mather	25 35						Accepted.
Israel Deming			24 97	24 47	22 47	28 47	Accepted for Washington.

W. B. SLACK, *Quartermaster.*

U. S. MARINE CORPS, *Quartermaster's Office, Washington, September* 16, 1863.

Opened in presence of—

AUG. S. NICHOLSON, *Adjutant and Inspector, U. S. Marine Corps.*
C. G. McCAULEY, *Captain, U. S. Marine Corps.*
WM. WALLACE, JR., *Second Lieutenant, U. S. Marine Corps.*

Schedule of proposals received for supply of wood and coal to the marine corps, under advertisement from quartermaster's office dated May 20, 1863.

Names of bidders.	Portsmouth, N. H.		Charlest'wn, M'ss.		Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D. C.		Gosport, Va.		Remarks.
	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	
J. T. Daniels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$5 75	$12 00	Accepted.
Alex. Convery	.....	.....	.....	.....	.....	.....	$8 05	$7 80	.....	.....	.....	.....	Accepted.
J. M. Mathes	$8 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Accepted.
Sarah Otterback	.....	.....	.....	.....	.....	.....	.....	.....	$8 00	$11 00	.....	.....	Accepted for wood.
Robert Todd	.....	.....	$11 00	$11 00	.....	.....	.....	.....	.....	.....	.....	.....	Accepted.
John Loughlin	.....	.....	.....	.....	$8 50	$8 75	.....	.....	.....	.....	.....	.....	Accepted.
Messrs. Kimberly Bros	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00	12 00	Informal.
Wm. Day	.....	$12 93	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Accepted.
Wm. H. Barbour	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 75	.....	.....	Accepted.

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, *U. S. Marine Corps, Washington, September* 16, 1863.

Opened in presence of—
J. C. CASH, *Paymaster, U. S. Marine Corps.*

Schedule of contract for supplies for the marine corps for the year 1863.

Contractors.	Class No. 1.					Class No. 2.					Class No. 3.				Class No. 4.				
	Sky blue kersey, per yard.	Dark blue kersey, per yard.	Dark blue twilled cloth, per yard.	Scarlet cloth, per yard.	Total bid.	6-quarter dark blue flannel, per yard.	3-quarter dark blue flannel, per yard.	Gray blankets, each.	Woollen socks, per pair.	Total bid.	White 13-oz. linen, per yd.	White 11-oz. linen, per yd.	Canton flannel, per yard.	Total bid.	Uniform caps, each.	Pompons, each.	Fatigue caps, each.	Stocks, each.	Total bid.
Samuel F. Gwinner	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins	$3 75	$4 20	$4 20	$3 00	$15 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	$2 55	$0 09	$2 00	$0 31	$4 95
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$0 75	$0 85	$0 32	$1 92	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	$1 59	$0 77½	$2 98	$0 33	$5 67½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Contractors.	Class No. 5.																		
	Coat buttons, per gross.	Jacket buttons per gross.	Vest buttons, per gross.	Crescent and scale straps, per pair.	Bullion for sergeants and corporals, per set.	Bullion for privates, per set.	Red worsted sashes, each.	Yellow binding, per yard.	Red cord, per yard.	Serg's' swords, each.	Mus's' swords, each.	Drums, each.	Drum slings, each.	Batter drumheads, each.	Snare drumheads, each.	Drum cords, each.	Drum snares, per set.	Boxwood fifes, each.	Total bid.
Samuel F. Gwinner	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	$4 50	$2 50	$1 00	$1 50	$1 50	$1 50	$1 00	$0 20	$0 10	$4 75	$3 75	$4 00	$0 20	$1 00	$0 25	$0 25	$0 15	$0 20	$28 35
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Schedule of contracts for supplies for the marine corps, &c.—Continued.

Contractors.	Class No. 6.	Class No. 7.									Class No. 8.				
	Brogans, per pair.	Cart'ge boxes, each.	Bayonet scabbards, each.	Percussion cap pouches, each.	Cartridge-box belts, each.	Bayonet belts, each.	Waist belts, each.	Waist plates, each.	Breast plates, each.	Sword frogs, each.	Total bid.	Knap'ks, each.	Haver'ks, each.	Canteens, each.	Musket slings, each.	Total bid.
Samuel F. Gwinner	$1 95	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	$1 14	$0 45	$0 35	$0 75	$0 74	$0 30	$0 10	$0 12	$0 10	$4 05	.....	.....	.....	.....	.....
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$2 37½	$0 62½	$0 50	$0 35	$3 85

Contractors.	Class No. 9.																		
	Watch coats, each.	Sergeants' uniform coats.	Corporals' uniform coats.	Musicians' uniform coats.	Privates' uniform coats.	Sergeants' f'ck coats.	Corporals' f'ck coats.	Musicians' f'ck coats.	Privates' f'ck coats.	Serg'ts' woollen pants.	Musi'ns' woollen pants.	Corporals' and privates' woollen pants.	Linen pants.	Flannel shirts.	Linen shirts.	Drawers.	Flannel sacks.	Boys' jackets.	Total bid.
Samuel F. Gwinner	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	$2 00	$2 28	$2 28	$2 28	$2 28	$2 00	$2 00	$2 00	$2 00	$1 00	$1 00	$1 00	$0 38	$0 25	$0 30	$0 25	$0 16	$0 75	$24 21
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

QUARTERMASTER'S OFFICE, *U. S. Marine Corps, Washington, Sept.* 10, 1863.

W. B. SLACK, *Quartermaster Marine Corps.*

Schedule of contracts for rations for the marine corps for the year 1863, *under advertisement from quartermaster's office dated October* 14, 1862.

Names of contractors.	Date of contract.	Rations at Portsmouth, N. H.	Rat'ns at Charlestown, Mass.	Rations at Brooklin, N. Y.	Rations at Philadelphia, Pa.	Rations at Washington, D. C.	Rations at Gosport, Va.
Messrs. Kimberly Bro	Nov. 26, 1863	.....	.....	.....	.....	.....	$24 00 per 100
Peter Higgins	Dec. 12, 1863	.....	$24 98 per 100	.....	.....	.....	.....
Samuel Reckless	Nov. 22, 1863	.....	.....	$23 75 per 100	.....	.....	.....
Samuel Reckless	Nov. 22, 1863	.....	.....	.....	$23 45 per 100	.....	.....
N. F. Mathes	Nov. 29, 1863	$25 35 per 100	.....	.....	.....	.....	.....
Israel Deming	Nov. 28, 1863	.....	.....	.....	.....	$22 47 per 100	.....

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, *United States Marine Corps, Washington, Sept.* 16, 1863.

Schedule of contracts for fuel for the marine corps for fiscal year ending June 30, 1864.

Names of contractors.	Date of contract.	Stations supplied.	What period.	Coal, per ton.	Wood, per cord.
J. T. Daniels	July 1, 1863	Gosport, Va	July 1, 1863, to June 30, 1864	$12 00	$5 75
Alexander Convery	June 29, 1863	Philadelphia, Pa	do	7 80	8 05
J. M. Mathes	June 30, 1863	Portsmouth, N. H	do	.....	8 20
Sarah Otterback	June 29, 1863	Washington, D. C	do	.....	8 00
Robert Todd	July 14, 1863	Charlestown, Mass	do	11 00	11 00
John Houghlin	June 30, 1863	Brooklyn, N. Y	do	8 75	8 50
William Day	June 30, 1863	Portsmouth, N. H	do	12 93	.....
W. H. Barbour	June 29, 1863	Washington, D. C	do	10 75	.....

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, *United States Marine Corps, Washington, Sept.* 16, 1863.

No. 11.

General estimate for salaries and contingent for Navy Department and bureaus and southwest executive building during the fiscal year ending June 30, 1865.

	Estimate for 1864–'65.	Appropriated for 1863–'64.
Secretary's office—		
Salaries	$43,800	$36,200
Contingent	3,440	2,840
Bureau of Yards and Docks—		
Salaries	19,240	18,240
Contingent	800	800
Bureau of Equipment and Recruiting—		
Salaries	10,740	11,240
Contingent	500	1,600
Bureau of Navigation—		
Salaries	9,840	9,340
Contingent	800	600
Bureau of Ordnance—		
Salaries	17,220	17,220
Contingent	1,000	1,000
Bureau of Construction and Repair—		
Salaries	16,340	16,340
Contingent	1,000	1,000
Bureau of Steam Engineering—		
Salaries	10,740	10,740
Contingent	1,200	800
Bureau of Provisions and Clothing—		
Salaries	18,740	14,540
Contingent	1,000	1,000
Bureau of Medicine and Surgery—		
Salaries	10,540	10,540
Contingent	450	450
Southwest executive building—		
Salaries	3,960	2,760
Contingent	5,000	5,000
	176,350	162,250

No. 12.

Summary statement of appropriations required for the navy and marine corps during the fiscal year ending June 30, 1865.

Heads of appropriations.	Office of Secretary of the Navy.	Bureau of Yards and Docks.	Bureau of Equipment and Recruiting.	Bureau of Navigation.	Bureau of Ordn'ce.	Bureau of Construction and Repair.	Bureau of Steam Engineering.	Bureau of Provisions & Clothing.	Bureau of Medicine and Surgery.	Marine corps.	Aggregate.
Navy proper.											
Pay of the navy	390,518 00	$185,216 00	$18,400,000 00	334,482 00	$42,885 00				$70,140 00		$19,423,241 00
Construction and repair						$32,575,000 00					32,575,000 00
Armor-plated sea steamers						19,600,000 00					19,600,000 00
Purchase of hemp			700,000 00								700,000 00
Fuel for the navy			3,840,000 00								3,840,000 00
Equipment of vessels			3,000,000 00								3,000,000 00
Provisions								6,415,605 00			6,415,605 00
Steam machinery							$39,362,000 00				39,362,000 00
Surgeons' necessaries									210,000 00		210,000 00
Ordnance					8,300,000 00						8,300,000 00
Tables of navigation				126,000 00							126,000 00
Contingent	230,000 00	1,370,000 00	1,500,000 00	1,500 00		75,000 00	25,000 00	500,000 00	60,000 00		3,781,500 00
Clothing								500,000 00			500,000 00
Nautical instruments				101,042 00							101,042 00
Marine corps.											
Pay										$791,785 80	
Provisions										135,926 00	
Clothing										223,398 00	
Military stores										15,000 00	
Fuel										31,430 75	
Transportation										22,000 00	
Repairs of barracks										8,000 00	
Contingencies										45,000 00	
Marine barracks, navy-yard Portsmouth, N. H										22,000 00	
Marine barracks at Mare island, Cal										150,781 30	
											1,445,321 85
Navy yards.											
Portsmouth		151,935 00									
Boston		184,500 00									

New York		979,315 00										
Philadelphia		384,945 00										
Washington		229,465 00										
Sackett's Harbor												
Mare island		374,735 00										
Norfolk		73,433 00										
Pensacola		50,000 00										
Hospitals.												2,428,328 00
Boston										17,500 00		
New York										9,000 00		
Norfolk										5,000 00		
Pensacola										30,000 00		
Memphis										7,000 00		
New Orleans										5,000 00		
Mare island										75,000 00		
Magazines.												148,500 00
Portsmouth				20,050 00								
Boston				73,439 00								
New York				52,000 00								
Philadelphia				8,163 00								
Washington				79,000 00								
Mare island				71,294 00								
Miscellaneous.												303,946 00
Pay of superintendents		130,120 00										130,120 00
Naval Academy				139,831 55								139,831 55
Naval Observatory				20,000 00								20,000 00
Nautical Almanac				25,850 00								25,850 00
Navy Asylum, Philadelphia		5,200 00										5,200 00
Support of beneficiaries		32,000 00										32,000 00
Gratuities and medals of honor	5,000 00											5,000 00
Pay of photographer					300 00							300 00
	645,518 00	4,150,864 00	27,440,000 00	748,705 55	8,647,131 00	52,250,000 00	39,387,000 00	7,415,605 00	488,640 00	1,445,321 85	142,618,785 40	

RECAPITULATION.

Navy proper	$137,934,388 00
Marine corps	1,445,321 85
Navy yards	2,428,328 00
Hospitals	148,500 00
Magazines	303,946 00
Miscellaneous	358,301 55
	142,618,785 40

No. 13.

Estimate of appropriations under the cognizance of the Navy Department for the support of the navy, required for the service of the fiscal year ending June 30, 1865.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
For pay for commissioned, warrant, and petty officers and seamen, including the engineer corps	$19,423,241 00	.....	$14,734,332 70
For provisions for commissioned, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea service	6,415,605 00	.....	5,417,745 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps	210,000 00	.....	157,500 00
For construction and repair of vessels of the navy	32,575,000 00	.....	27,298,000 00
For fuel for the navy	3,840,000 00	.....	2,690,000 00
For purchase of hemp and other materials for the navy	700,000 00	.....	320,000 00
For ordnance and ordnance stores, including incidental expenses	8,300,000 00	.....	6,490,300 00
For contingent expenses	3,781,500 00	.....	2,170,000 00
For clothing for the navy	500,000 00	.....	.....
For equipment of vessels	3,000,000 00	.....	2,000,000 00
For steam machinery	39,362,000 00	.....	5,775,000 00
For tables of navigation	126,000 00	.....	149,000 00
For nautical instruments	101,042 00	.....	23,000 00
For armor-plated steamers	19,600,000 00	.....	7,500,000 00
	137,934,388 00	.....	74,724,877 70

No. 14.

Estimate of appropriations under the cognizance of the Navy Department for the support of the marine corps, required for the service of the fiscal year ending June 30, 1865.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
For pay of officers, non-commissioned officers, musicians, privates, clerks, stewards, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for re-enlistments	$791,785 80	.....	$790,783 80
For provisions	135,926 00	.....	135,926 00
For clothing	223,398 00	.....	200,276 76
For fuel	31,430 75	.....	31,430 75
For military stores	15,000 00	.....	15,000 00
For transportation of officers and troops, and expenses of recruiting	22,000 00	.....	22,000 00
For repairs of barracks, and rent of offices where there are no public buildings for that purpose	8,000 00	.....	8,000 00
For contingencies	45,000 00	.....	45,000 00
For improving marine barracks, navy yard, Portsmouth, New Hampshire	22,000 00	.....	.....
For building marine barracks, &c., Mare island, California	150,781 30	.....	100,000 00
	1,445,321 85	.....	1,348,417 31

No. 15—*Estimate of appropriations under the cognizance of the Navy Department for navy yards and other special objects, required for the service of the fiscal year ending June* 30, 1865.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1865.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1864.
For improvements and repairs at the navy yards and stations	$2,428,328 00	.....	$1,403,473 00
For improvements and repairs at the naval hospitals, including the Naval Asylum, and support of beneficiaries	185,700 00	.....	121,300 00
For improvements and repairs at the naval magazine	303,946 00	.....	33,522 00
For pay of superintendents, naval constructors, and civil establishments of the yards and stations	130,120 00	.....	106,784 00
For purchase of articles and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington	20,000 00	.....	12,000 00
For the support of the Naval Academy, Newport, R. I	139,831 55	.....	24,881 00
For preparing for publication the Nautical Almanac	25,850 00	.....	25,850 00
For gratuities and medals of honor, act of July 16, 1862	5,000 00	.....	.....
For pay of photographer	300 00	.....	300 00
	3,239,075 55	.....	1,728,110 00

No. 16.—*Summary estimates of appropriations required for deficiencies and other objects asked for in the office of Secretary of the Navy and bureaus of the Navy Department.*

DEFICIENCY.

BUREAU OF ORDNANCE.

For ordnance, ordnance stores, &c $2,740,000 00

OTHER OBJECTS.

OFFICE OF SECRETARY OF THE NAVY.

For two additional fourth-class clerks 3,600 00

BUREAU OF ORDNANCE.

Increase of salary of one second class clerk 350 00
Increase of salary of one draughtsman 400 00

BUREAU OF MEDICINE AND SURGERY.

For erecting hospital at Portsmouth, New Hampshire 25,000 00
For extending Naval Asylum, Philadelphia 75,000 00
For erecting hospital at Washington, D. C 25,000 00

No. 17.

TREASURY DEPARTMENT,
Second Comptroller's Office, September 8, 1863.

SIR: I have the honor to transmit herewith, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1862–'63, showing the balances of appropriations on the 1st of July, 1862; the appropriations made for the fiscal years 1862–'63, and 1863–'64; the repayments and transfers in fiscal years 1862–'63: the amounts applicable to the service of the aforesaid fiscal year; the amounts drawn by requisitions on the treasury in same time; and, finally, the balances on the 30th June, 1863; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. M. BRODHEAD, *Comptroller.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Statement of the appropriations for the service of the Navy Department from July 1, 1862, *to June* 30, 1863, *made pursuant to the provisions of the second section of the act of Congress of May* 20, *entitled "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."*

Heads of appropriations.	Balances of appropriations July 1, 1862.	Appropriations for the fiscal year 1862–'63.	Repayments from July 1, 1862, to June 30, 1863.	Amounts applicable to the service of fiscal year 1862 and 1863.	Amounts drawn by requisitions from the treasury during the fiscal year 1862–'63.	Balances June 30, 1863.
Pay of the navy	$3,829,732 60	$26,351,441 70	$850,751 14	$31,031,925 44	$13,346,267 62	$17,685,657 82
Contingent expenses of the navy	16,729 09	1,800,000 00	336,684 17	2,153,413 26	2,074,308 71	79,104 55
Increase, repairs, &c	5,485,494 11	48,878,000 00	212,121 09	54,575,615 20	16,839,544 04	37,736,071 16
Ordnance and ordnance stores	301,073 50	11,640,300 00	26,076 20	11,967,449 70	6,437,572 92	5,529,876 78
Naval Academy	4,155 58	48,678 00	10,031 54	62,865 12	48,047 61	14,817 51
Nautical Almanac	9,516 62	51,730 00	2,845 33	64,091 95	25,259 80	38,832 15
Purchase nautical instruments, books, &c	15,723 12	83,000 00	969 91	99,693 03	49,858 05	49,834 98
Contingent and wages, National Observatory	2,046 75	29,000 00	5 45	31,052 20	8,299 00	22,753 20
Publishing Wind and Current Charts	11,524 34	.....	47 01	11,571 35	380 00	11,191 35
Publishing Sailing Directions	16,861 18	.....	164 28	17,025 46	8,069 00	8,956 46
Equipment of vessels	.....	2,000,000 00	.....	2,000,000 00	.....	2,000,000 00
Five steam sloops	610 26	.....	43,148 77	43,759 03	710 26	43,048 77
Seven screw propellers and one side-wheel steamer	6,417 89	.....	.....	6,417 89	6,417 89	.....
Six steam frigates	473,986 59	.....	.....	473,986 59	41,273 00	432,713 59
Seven steam sloops of the second class	828,407 90	.....	201,935 48	1,030,343 38	605,814 73	424,528 65
Stevens's war steamer	862,769 09	.....	.....	862,769 09	.....	862,769 09
Construction of armored ships	12,903,437 44	7,500,000 00	15,000 98	20,418,438 42	11,208,107 60	9,210,330 82
Construction of twenty iron-clad gunboats	.....	10,000,000 00	.....	10,000,000 00	.....	10,000,000 00
Twelve small side-wheel steamers	27,650 42	.....	50,000 00	77,650 42	77,650 42	.....
Maintenance of gunboat fleet proper	.....	5,960,000 00	.....	5,960,000 00	*4,673,460 00	1,286,540 00
Maintenance of steam rams	.....	.....	†180,000 00	180,000 00	‡180,000 00	.....
Testing plans and material for rendering ships and floating batteries invulnerable	.....	25,000 00	.....	25,000 00	7,218 35	17,781 65
Charter of the Tocywan	45,000 00	.....	.....	45,000 00	45,000 00	.....
Arming and manning ordnance ship Plymouth	25,169 96	.....	.....	25,169 96	.....	25,169 96

Contingent expenses of Bureau of Yards and Docks		979,000 00		979,000 00	102,129 00	876,871 00
Contingent expenses of Bureau of Equipment		1,000,000 00		1,000,000 00	11,005 00	988,995 00
Contingent expenses of Bureau of Navigation		1,000 00		1,000 00		1,000 00
Contingent expenses of Bureau of Construction		50,000 00		50,000 00	6,316 00	43,684 00
Contingent expenses of Bureau of Provisions and Clothing		300,000 00		300,000 00	39,587 00	260,413 00
Contingent expenses of Bureau of Medicine and Surgery		40,000 00		40,000 00		40,000 00
Provisions for the navy	1,813 59	8,768,266 25	77,332 36	8,847,412 20	3,522,072 30	5,325,339 90
Clothing for the navy	68,571 97	600,000 00	923,791 18	1,592,363 15	1,583,228 75	9,134 40
Navy hospital fund	127,013 37		142,880 84	269,894 21	153,739 21	116,155 00
Surgeons' necessaries and appliances	36,417 26	235,400 00	960 12	272,777 38	102,419 85	170,357 53
Prize money to captors	53,731 71	1,281,542 25		1,325,273 96	219,960 63	1,115,313 33
Fuel for the navy	765,590 61	4,850,000 00	16,224 30	5,631,814 91	2,565,222 33	3,066,592 58
Purchase of saltpetre	8,374 69			8,374 69	8,374 69	
Purchase of hemp	624,614 94	860,000 00	21,128 51	1,505,743 45	532,490 00	973,253 45
Construction and repairs of machinery		5,775,000 00		5,775,000 00		5,775,000 00
Extra pay to officers and men serving in the Pacific	4,847 88		986 53	5,834 41		5,834 41
Basin and railway, California	5,892 18			5,892 18		5,892 18
Books, maps, charts, &c	18 57			18 57		18 57
Pay of marine corps	194,946 51	1,486,982 10	23,470 29	1,705,398 90	576,510 59	1,128,888 31
Provisions for marine corps	34,135 29	279,371 00	12,298 50	325,804 79	102,909 50	222,895 29
Clothing of marine corps	96 44	334,936 76	403 42	335,436 62	135,127 64	200,308 98
Fuel for marine corps	30,942 37	62,325 25	5,082 73	98,350 35	29,030 66	69,319 69
Transportation of marine corps	3,732 75	44,000 00	25 00	47,757 75	25,791 96	21,965 79
Military stores for marine corps	240 92	30,000 00	674 73	30,915 65	15,500 00	15,415 65
Repairs of barracks, marine corps	4,759 27	16,000 00		20,759 27	12,745 87	8,013 40
Contingent of marine corps	976 64	90,000 00		90,976,64	45,174 40	45,802 24
Marine barracks, Brooklyn	9,951 33			9,951 33		9,951 33
Marine barracks, Charlestown, Massachusetts		10,458 97		10,458 97	10,458 97	
Marine barracks, Mare island		100,000 00		100,000 00		100,000 00
Support of 580 enlisted men of marine corps*		74,767 40		74,767 40	74,767 40	
Pay of superintendents	179,662 48	211,368 00	12,221 68	403,252 16	136,214 70	267,037 46
Navy yard, Portsmouth, New Hampshire	24,169 22	376,394 00		400,563 22	117,277 00	283,286 22
Navy yard, Boston	202,744 22	604,066 00	1,837 57	808,647 79	176,605 40	632,042 39
Navy yard, New York	39,040 76	1,447,857 00	22,628 73	1,509,526 49	229,710 00	1,279,816 49
Navy yard, Philadelphia	30,836 21	157,546 00	3,954 12	192,336 33	40,167 80	152,168 53
Navy yard, Washington	22,626 07	258,856 00	2,560 42	284,042 49	87,565 56	196,476 93

*$680,000 of this transferred to War Department. †This sum transferred from War Department to Navy. ‡This amount transferred to War Department.

Statement of the appropriations for the service of the Navy Department, &c.—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1862.	Appropriations for the fiscal year 1862–'63.	Repayments from July 1, 1862, to June 30, 1863.	Amounts applicable to the service of fiscal year 1862 and 1863.	Amounts drawn by requisitions from the treasury during the fiscal year 1862–'63.	Balances June 30, 1863.
Navy yard, Norfolk	$95,920 60	$85,000 00	$5,421 00	$186,341 60	$59,210 20	$127,131 40
Navy yard, Pensacola	40,207 38	----------	----------	40,207 38	1,767 40	38,439 98
Navy yard, Mare island	164,908 41	562,715 00	29,915 35	757,538 76	405,130 69	352,408 07
Navy yard, Sackett's Harbor	----------	3,000 00	735 50	3,735 50	296 50	3,439 00
Navy hospital, Boston	4,102 86	74,000 00	----------	78,102 86	11,140 00	66,962 86
Navy hospital, New York	2,004 43	43,500 00	----------	45,504 43	9,174 50	36,329 93
Navy hospital, Philadelphia	24,485 64	8,200 00	----------	32,685 64	5,556 00	27,129 64
Navy hospital, Norfolk	19,572 67	18,500 00	3,287 90	41,360 57	9,239 04	32,121 53
Navy hospital, Pensacola	21,112 09	----------	----------	21,112 09	----------	21,112 09
Navy hospital, Mound City	----------	17,500 00	----------	17,500 00	----------	17,500 00
Navy hospital, Washington	857 69	----------	----------	857 69	----------	857 69
Navy hospital, Portsmouth	----------	24,500 00	----------	24,500 00	----------	24,500 00
Navy hospital, Mare island, California	----------	25,000 00	----------	25,000 00	----------	25,000 00
Support of beneficiaries, Naval Asylum, Philadelphia	13,342 60	57,000 00	----------	70,342 60	32,181 72	38,160 88
Naval magazine, Portsmouth, New Hampshire	21,490 43	31,522 00	----------	52,012 43	2,678 00	50,334 43
Naval magazine, Boston	9,905 95	34,913 00	----------	44,818 95	5,330 02	39,488 93
Naval magazine, New York	8,738 42	55,249 00	----------	63,987 42	55,621 00	8,366 42
Naval magazine, Philadelphia	1,457 44	1,500 00	----------	2,957 44	1,299 30	1,658 14
Naval magazine, Washington	5,042 22	6,000 00	----------	11,042 22	1,042 22	----------
Naval magazine, Norfolk	13,379 24	----------	1,794 96	15,174 20	----------	15,174 20
Naval magazine, Pensacola	3,774 79	----------	----------	3,774 79	----------	3,774 79
Naval magazine, Mare island	16,036 63	2,000 00	----------	18,036 63	7,025 21	11,011 42
Construction of sewer in Flushing avenue, New York	49,397 21	----------	----------	49,397 21	----------	49,397 21
Arranging specimens of natural history	1,872 62	----------	----------	1,872 62	144 00	1,728 62
Compensation to clerks, Naval Astronomical Expedition	----------	500 00	----------	500 00	----------	500 00

Charts of the La Plata	5,909 41			5,909 41		5,909 41
Exploration and verification of ship canal near the Isthmus of Darien		1,656 92		1,656 92		1,656 92
Preparing and printing, &c., North Pacific surveys	7,700 00			7,700 00		7,700 00
Engraving charts and surveys of Behring's straits	12,367 57			12,367 57	3,754 20	8,613 37
Report of survey of route between California and China	946 14			946 14		946 14
Compass stations and magnetic directions, &c.		149,000 00		149,000 00	43 20	148,956 80
Expenses of courts of inquiry	349 22			349 22	349 22	
Coal depot, Key West, Florida	23,941 00		5,000 18	28,941 18	20,165 80	8,775 38
Temporary increase of the navy			110,968 52	110,968 52	110,968 52	110,968 52
Instituting and conducting experiments for testing various methods of working steam expansively. Act March 3, 1863		20,000 00		20,000 00		20,000 00
Testing useful inventions	4,075 33		25 27	4,100 60		4,100 60
Testing inventions for improvements in steam boilers. Act August 4, 1854	970 18			970 18		970 18
Purchase of land and wharf adjoining navy yard, Charlestown, August 12, 1862		123,000 00		123,000 00	123,000 00	
Enlarging hospital at marine barracks, Washington, and constructing sewer to the Eastern Branch of the Potomac. Act March 3, 1863		9,050 00		9,050 00		9,050 00
Cylinder for roasting coffee, navy yard, New York. Act August 12, 1862		400 00		400 00		400 00
Erecting hose house, Washington navy yard. Act June 22, 1860	50			50	50	
Ordnance foundry, Washington navy yard. Act April 17, 1862	50,000 00			50,000 00	7,000 00	43,000 00
Medals of honor. Act December 21, 1861		1,000 00		1,000 00	39 00	961 00
Mexican hostilities	28,799 90			28,799 90	*28,799 90	
Military contributions in Mexico	4,091 43			4,091 43	†4,091 43	
Compensation to commissioners to Isthmus of Chiriqui. Act June 22, 1860	9,417 28			9,417 28		9,417 28
Settlement of the accounts of officers and men of the frigates Cumberland and Congress. Act March 3, 1863		789 02		789 02	789 02	

* Carried to surplus fund.

† Carried to surplus fund.

Statement of the appropriations for the service of the Navy Department, &c.—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1862.	Appropriations for the fiscal year 1862–'63.	Repayments from July 1, 1862, to June 30, 1863.	Amounts applicable to the service of fiscal year 1862 and 1863.	Amounts drawn by requisitions from the treasury during the fiscal year 1862–'63.	Balances June 30, 1863.
Pay of lithographer for fiscal year 1862. Act July 12, 1862	.....	$300 00	.....	$300 00	$300 00	.....
Resolution for relief of officers, &c., on board of the Governor, approved Nov. 3, 1861	.....	7,163 51	$2,790 12	9,953 63	9,953 63	.....
Resolution to compensate the crew of the U. S. steamer Varuna. Act July 11, 1862	.....	60 00	.....	60 00	60 00	.....
Act for the relief of the presidents and directors of the Panama Railroad Co. Act July 2, 1862	.....	7,475 00	.....	7,475 00	7,475 00	.....
Act for the relief of Captain D. G. Faragut. Act July 11, 1862	.....	407 19	.....	407 19	407 19	.....
Act for the relief of Joseph Moorehead. Act February 16, 1853	.....	375 00	.....	375 00	375 00	.....
Act for the relief of the widows and orphans of those lost in the Levant	.....	3,044 00	.....	3,044 00	3,044 00	.....
Act for the relief of the widows and orphans of those lost in the Cumberland and Congress	.....	11,989 95	.....	11,989 95	11,989 95	.....
Act for the relief of the widows and orphans of those lost in the United States sloop Albany	.....	360 00	.....	360 00	360 00	.....
Total	28,008,230 97	146,076,799 35	3,360,338 10	177,445,368 42	67,295,162 57	110,150,205 85

RECAPITULATION.

Amount applicable to the service of the fiscal year 1862–'63, as per aggregate of fourth column		$177,445,368 42
From which deduct the amount of refunding and transfer requisitions, and treasury transfer warrants, as per third column		3,360,338 10
Will show the amount applicable to above period		174,085,030 32
From which deduct amount drawn by requisitions, surplus fund, and transfer warrants, as per fifth column	$67,295,162 57	
From which last sum deduct amount of refunding requisitions, and transfer warrant, as per third column	3,360,328 10	
		63,934,824 47
Will leave the aggregate of the sixth column of balances on June 30, 1863		110,150,205 85

No. 18.

TREASURY DEPARTMENT,
Fourth Auditor's Office, October 13, 1863.

SIR: I have the honor to present herewith an abstract, in duplicate, of expenditures charged to the appropriation of contingent expenses of the navy in the settlement of accounts at this office, during the fiscal year ending the 30th June last.

I have the honor to be, sir, very respectfully, your obedient servant,

STEPHEN J. W. TABOR,
Auditor.

Hon. GIDEON WELLES,
Secretary of the Navy.

Abstract of expenditures under the head of contingent expenses of the navy and marine corps as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1862, to June 30, 1863, under act of March 3, 1809.

No. of account.	Name.	Rank.	Contingent of the navy.	Contingent of marine corps.	Contingent wages, &c., at observatory.	Purposes.
3233	William B. Boggs	Paymaster	$8,908 28			Stationery, water, funeral expenses, &c.
3235	Felix Senac	Late paymaster	491 89			Pilotage, postage, repairs.
3240	A. W. Russell	do	78 90			Travelling expenses, pilotage, pilot's subsistence.
3238	H. W. Robie	Third assistant engineer	258 50			Travelling expenses from San Francisco to New York.
3242	J. S. Harvey	Acting assistant paymaster	195 25			Pilotage, wood, &c.
3244	John C. Wells	Acting master	112 00			Travelling expenses from New York to Panama.
3245	James H. Strong	Lieut. commanding and acting paymaster	66 50			Pilotage.
3246	James H. Watmough	Paymaster	7,814 48			Mechanics in Philadelphia navy yard, porterage, premium on specie, postage.
3248	McK. Buchanan	do	235 70			Pilotage, travelling expenses, stationery.
3249	J. S. Cunningham	do	373 72			Pilotage, freight, transporting men, repairs, looking for deserters.
3255	C. H. Eldridge	do	200 00			Transporting prisoners to Fort Lafayette, pilotage at Key West.
3256	Oliver Spencer Wood	Late United States naval storekeeper	608 21			Salary as acting naval storekeeper of African squadron from July 1 to November 25, 1861.
3259	E. W. Watson	Acting master	110 50			Travelling expenses from New York to Panama.
3273	H. B. Woodbridge	Late paymaster	96 59			Pilotage, lighterage, passage money, postage stamps.
3274	Junius J. Boyle	Lieut. commanding and acting paymaster	5,084 72			Transportation, labor, storage, stationery, advertising, lighterage, travelling expenses.
3277	H. M. Heiskell	Paymaster	7,567 34			Travelling expenses, boat hire, medical services, freight, postage.
3275	William H. Gardner	Captain United States navy	535 50			Travelling expenses from New York to San Francisco and returning.
3247	W. B. Slack	Quartermaster marine corps		$7,327 95		Freight and advertising.
3278	John O. Bradford	Paymaster	26,536 69			Mechanics in Boston navy yard, transportation, postage.
3278½	William Reynolds	Lieutenant and acting naval storekeeper	394 60			Stationery, postage and passage from Honolulu to N. York.
3279	E. W. Carpender	Commander and acting paymaster	782 51			Freight, passage money, storage.
3280	Henry Etting	Paymaster	631 85			Pilotage, pilot's subsistence, travelling expenses, postage.
3265	James S. Chambers	Navy agent	20,421 04		$9 68	Travelling, advertising oxen, stationery, agent's commission, freight, office expenses, &c.
3269	E. L. Norton	do	46,494 28		36 25	Travel, stationery, oil, tools, advertising oxen, freight, agent's commission, office expenses, &c.
3283	S. F. Train	Acting assistant paymaster	49 35			Pilotage, boat hire, porterage.
3284	Charles Woolley, jr	Acting paymaster	8 80			Lighterage.
3285	William Speiden, jr	Naval storekeeper	42,133 92			Storage, self and clerk's salaries, expenses of naval depot in China from September 1, 1856, to September 30, 1860.
3286	W. D. Hempstead	Acting assistant paymaster	22 00			Funeral expenses.
3287	C. C. Jackson	Paymaster	1,905 78			Travelling expenses, rents, transportation, printing advocates, telegrams.
3289	T. H. Bordley	Third assistant engineer	286 50			Travelling expenses from Mare island to New York.
3290	W. B. Slack	Quartermaster marine corps		11,920 88		Miscellaneous expenses.

3293	A. W. Russell	Paymaster	161 00			Subsistence of prisoners, pilot's subsistence.
3296	H. M. Heiskell	do	3,167 64			Travelling expenses, boat hire, printing, binding, transporting men.
3299	John S. Gulick	do	1,439 25			Pilotage, travelling expenses, apprehensions, candles, telegrams.
3304	T. Augs. Craven	do	1,269 27			Pilotage, &c.
3302	William H. Weldon	Assistant paymaster	924 55			Pilotage, pilot's subsistence, passage money, freight, wharfage, transportation.
3263	Samuel P. Brown	Navy agent	32,105 52		3,842 27	Travel, coal, wood, hay, oxen, transportation, freights, pilotage, agent's commission, office expenses, work at observatory, &c.
3268	T. L. Tullock	do	6,104 73			Travel, freight, advertising, transportation, agent's commission, office expenses, &c.
3291	A. A. Belknap	Paymaster	45,645 41			Mechanics in New York navy yard, postage.
3311	D. M. W. Nash	Acting carpenter	151 55			Travelling expenses from Aspinwall to Panama, thence to New York.
3319	A. B. Campbell	Second assistant engineer	258 50			Travelling expenses from San Francisco to New York.
3297	W. P. Ewing	Navy agent	11,451 10			Travel, pilotage, advertising, stationery, coal, wood, agent's commission, office expenses, &c.
3313	A. Warren Kelsey	Acting assistant paymaster	8 50			Pilotage, transportation of specie.
3322	William Radford	Commander	930 00			Travelling expenses from Hong Kong to United States.
3315	A. K. Hughes	Lieutenant commanding	29 75			Pilotage.
3316	Edward P. Heberton	Acting assistant paymaster	27 36			Pilotage.
3329	A. E. Watson	Paymaster	26,541 59			Travelling expenses, transporting crew, freight, postage.
3312	Isaac Henderson	Navy agent	56,818 29			Travel, pilotage, towing, advertising, coal, freight, agent's commission, office expenses, &c.
3314	E. L. Norton	do	20,202 65		4 80	Travel, tools, transportation, advertising, pilotage, agent's commission, office expenses, freight.
3346	George H. Holt	Acting assistant paymaster	153 63			Pilotage, transportation.
3348	H. K. Davenport	Lieut. commanding and acting paymaster	312 12			Pilotage.
3349	J. B. Creighton	Commander	165 00			Travelling expenses from New York to Aspinwall.
3352	C. J. McDougal	Lieutenant and acting paymaster	188 50			Pilotage and labor.
3358	James T. Watkins	Temporary commander	1,084 06			Freight on boats, &c., and passage from San Francisco to Hong Kong.
3353½	R. P. Huntington	Acting ensign	109 90			Travelling expenses from New York to Panama.
3332	James S. Chambers	Navy agent	22,523 03		58 72	Travel, freight, advertising, tools, coal, pilotage, agent's commission, office expenses, &c.
3341	George Loyall	Late navy agent	7,637 24		75	Freight, travel, gas, stationery, pilotage, agent's commission, office expenses, &c.
3357	Thomas L. Tullock	Navy agent	29,054 52			Travel, tools, leather, coal, stationery, agent's commission, office expenses, &c.
3365	Wm. Pinkney Ewing	do	3,947 23			Water, towing, tools, pilotage, travel, office expenses, &c.
3367	B. F. Gallaher	Late paymaster	26,639 88			Mechanics in Washington navy yard, travelling expenses, freight, postage, transportation.
3372	William G. Marcy	Paymaster	264 98			Apprehensions, special services, postage, telegram.
3378	Levi D. Slamm	Late paymaster	12,513 09			Pilotage, boat hire, transportation, store rent, stationery, lighterage, labor.
3380	Jesse P. Woodbury	Acting assistant paymaster	315 00			Pilotage.
3383	Henry K. Hoff	Commander	309 75			Travelling expenses for clerk and steward from N. York to Panama, and for self from Acapulco to New York.
3386	Henry Gerrard	Acting assistant paymaster	86 75			Pilotage.
3387	John V. B. Bleecker	Paymaster	19,143 07			Mechanics in Kittery navy yard, postage.

Abstract of expenditures under the heads of contingent expenses of the navy and marine corps, &c.—Continued.

No. of account.	Name.	Rank.	Contingent of the navy.	Contingent of marine corps.	Contingent wages, &c., at observatory.	Purposes.
3388....	Francis H. Baker.....	Lieutenant commander.....	$196 00	.....	.....	Travelling expenses from Acapulco to New York.
3392....	John A. Lockwood	Surgeon	118 00	.....	.....	Travelling expenses from New York to Mare island, Cal.
3393....	Edmund B. Hunt	Acting ensign.....	187 25	.....	.....	Travelling expenses from San Francisco to Panama.
3391....	C. J. Emery	Paymaster.....	3,336 48	.....	.....	Wood, water, apprehensions, pilotage.
3394....	H. M. Heiskell.....	.....do.....	1,937 06	.....	.....	Travelling expenses, steamer Fanny, labor, freight, pilotage, charts.
3396....	E. Mellach	Acting assistant paymaster.....	123 54	.....	.....	Pilotage, transportation, specie.
3397....	W. P. Ewing.....	Acting paymaster.....	25 00	.....	.....	Funeral expenses.
3398....	James S. Turnbull.....	Assistant paymaster.....	80 00	.....	.....	Pilotage.
3399....	H. W. Russell.....	Paymaster.....	7 50	.....	.....	Hospital supplies.
3403....	Charles Thomas	Lieut. commanding and acting paymaster.	823 86	.....	.....	Storage, passage money.
3405....	William H. Thompson .	Assistant paymaster.....	38 00	.....	.....	Pilotage, transporting specie, postage.
3411....	James H. Watmough ..	Paymaster.....	75 90	.....	.....	Postage, porterage.
3415....	J. Y. B. Bloecker.....	.....do.....	19,252 27	.....	.....	Mechanics in Kittery navy yard, postage.
3418....	Clark Merchant.....	Lieutenant	101 00	.....	.....	Travelling expenses from Panama to New York.
3419....	John L. Webster	Acting paymaster.....	42 04	.....	.....	Transportation, apprehensions.
3421....	James Wing.....	Acting assistant paymaster.....	15 80	.....	.....	Pilotage, &c.
3423....	John S. Gulick	Paymaster.....	17,776 74	.....	.....	Expenditures, mechanics, roll for labor, postage, hack-hire.
3427....	James D. Murray.....	.....do.....	842 83	.....	.....	Pilotage, transportation, passage money.
3432....	James C. Topliff.....	Late acting assistant paymaster.....	228 20	.....	.....	Pilotage, stationery.
3407....	E. L. Norton.....	Navy agent.....	160,727 16	.....	$23 16	Travel, tools, stationery, hardware, freight, printing, labor, agent's commission, office expenses.
3436....	G. W. Moore.....	Late acting assistant paymaster.....	1,009 94	.....	.....	Pilotage, pilot's subsistence, transporting specie, mileage, postage.
3441....	Louis Sands	Acting assistant paymaster.....	1,691 44	.....	.....	Pilotage, pilot's subsistence, travelling expenses, transportation, repairs.
3444....	C. L. Webb	Late acting assistant paymaster.....	77 50	.....	.....	Pilotage.
3414....	W. Pinkney Ewing....	Navy agent.....	19,973 53	.....	.....	Travel, wood, towing, pilotage, advertising, transportation, agent's commission, office expenses, &c.
3448....	John J. Philbrick.....	Acting assistant paymaster.....	13,291 10	.....	.....	Freight, &c.
3452....	Benjamin S. Price.....	.....do.....do	126 92	.....	.....	Pilotage, transportation, postage.
3459....	John A. Bates.....	Paymaster.....	32 55	.....	.....	Apprehensions, postage, transportation.
3461....	E. K. Cooley	Late acting assistant paymaster.....	133 57	.....	.....	Pilotage, towing, postage.
3462....	H. C. Blake	Lieutenant commander.....	1,923 07	.....	.....	Charter of ship Borodino, discount on drafts, travelling expenses, postage.
3463....	George A. Sawyer.....	Assistant paymaster.....	419 00	.....	.....	Pilotage.
3434....	S. P. Brown.....	Navy agent.....	63,305 05	.....	2,651 54	Travel, tools, belting, hay, oil, machinery, wood, gas, work at observatory, freight, postage, agent's commission, office expenses.
3466....	A. G. Myers.....	Acting assistant paymaster.....	20 60	.....	.....	Pilotage, travelling expenses, postage.
3438....	Richard Chenery	Navy agent.....	20,700 09	.....	.....	Travel, coal, castings, pilotage, agent's commission, office expenses, &c.
3446....	T. L. Tullock	.....do.....	27,421 93	.....	.....	Travel, machinery, coal, horse, oxen, transportation, agent's commission, office expenses, &c.

3447	Charles Murray	Paymaster	38,456 00			Mechanics in Mare island navy yard, travelling expenses, transportation, freight, postage.
3464	F. T. Morton	Late acting assistant paymaster	136 37			Miscellaneous.
3465	A. A. Belknap	Paymaster	72,180 04			Mechanics in New York navy yard, postage.
3471	W. Maxwell Wood	Surgeon	1,006 98			Travelling expenses from Hong Kong, overland, *via* England, to New York.
3470	T. Quincy Hill	Acting assistant paymaster	418 00			Pilotage, freight.
3474	George M. Wesson	do do	141 50			Pilotage, pilot's subsistence.
3478	Charles H. Denison	Acting paymaster	359 95			Pilotage, pilot's subsistence, premium on coin, postage.
3485	Granville T. Pierce	Paymaster	10,695 20			Store rent, mechanics in Key West navy yard, salvage, pilotage, pilot's subsistence, repairs.
3469	Isaac Henderson	Navy agent	140,831 95			Travel, transportation, advertising, freight, towing, cartage, piloting, coal, horses, agent's commission, office expenses.
3495	John J. Gibson	Assistant surgeon	373 00			Travelling expenses from New York to Panama and returning.
3499	Thomas C. Harris	Lieutenant commander	125 84			Travelling expenses from Liverpool to New York.
3498	C. C. Jackson	Paymaster	736 18			Travelling expenses, transporting men, boarding recruits, rent, telegrams, postage, advertising.
3496	William G. Marcy	do	368 86			Transportation, postage, apprehensions.
3497	Richard Chenery	Navy agent	17,230 90			Wood, hardware, castings, travel, agent's commission, office expenses, &c.
3501	H. M. Heiskell	Paymaster	9,357 95			Travelling expenses, pilotage, transportation, iron bedsteads, new building, rents, towing, postage.
3502	W. W. Russell	Late paymaster marine corps		$52 00		Forage and quarters for October, 1862.
3503	S. M. Dickinson	Late paymaster	324 50			Pilotage, pilot's subsistence, travelling expenses, postage.
3504	Isaac Wood	Acting assistant paymaster	110 00			Pilotage, pilot's subsistence.
3510	H. C. Keene	Acting volunteer lieutenant	312 87			Travelling expenses from New York to Callao.
3511	James Fulton	Paymaster	666 60			Pilotage, special service, charts, apprehensions.
3514	George H. White	do	1,630 45			Passage money, freight, cartage, pilotage, towing, apprehensions.
3517	Edward May	do	38 70			Pilotage.
3516	James S. Chambers	Navy agent	17,680 88		8 10	Travel, advertising, pilotage, stationery, coal, towing, freight, transportation, agent's commission, office expenses, &c.
3519	Abner Read	Lieutenant commanding	160 00			Travelling expenses.
3521	A. A. Belknap	Paymaster	30,893 10			Mechanics in New York navy yard, postage.
3526	James M. Watson	Lieutenant commanding	458 50			Medical attendance, freight, lighterage, labor.
3531	George S. Fisher	United States consul	179 16			Fencing naval depot at Kanagawa.
3533	John V. B. Bleecker	Paymaster	15,838 66			Mechanics in Kittery navy yard.
			1,220,862 87	19,300 83	6,635 27	

RECAPITULATION.

Contingent expenses of the navy	$1,220,862 87
Contingent expenses of the marine corps	19,300 83
Contingent expenses, wages, &c., at the observatory	6,635 27
Total	1,246,798 97

TREASURY DEPARTMENT, *Fourth Auditor's Office, October* 13, 1863.

STEPHEN J. W. TABOR, *Auditor.*

No. 19.

IRON ROLLING MILLS OF THE WEST.

PITTSBURG, PA., *November* 9, 1863.

SIR: The adoption of a new variety of vessels to our navy has created a demand for heavy plate, and caused more extended operations in the iron works of the country; and in view of still greater increase of the number of vessels, and improvements in their construction, a more searching inquiry into the quality of metal made, and the capacity of the works to produce it, becomes necessary. Having visited nearly all the principal iron rolling mills west of the Alleghanies at different times, and having passed one or two hours daily in several of those at Pittsburg during last winter, I beg leave to transmit the following brief statement of them, prefacing it with the manner of manufacture.

There are three principal departments of the iron manufacture: the first represented by the blast furnaces and bloomary forges, producing crude iron from the ore; the second represented by the forges, properly so called, turning cast iron into malleable blooms, and slabs; and the third represented by the rolling mills, converting pig and malleable iron into manufactured shapes, ready for the mechanic and engineer.

Of this first department, represented by the blast furnaces and bloomary forges, there were in the loyal States, in 1858, 121 anthracite furnaces, 308 charcoal and coke furnaces, and 96 bloomary forges, and produced about 800,000 tons of iron. The second department, represented by forges, is divisible into two parts, bloomary forges and small blast furnaces, with open fronts like blacksmiths' fires, intended to reduce the finer kinds of ore directly into a mass of iron, which is placed under a tilt-hammer and drawn into a slab.

The bloomaries of the United States produced, in 1858, 28,633 tons of malleable iron directly from the ore. The third department of the iron manufacture is occupied by the rolling mills, which take the cast iron out of the furnaces, and the charcoal iron of the bloomaries, refine it in pudling furnaces, roll it into rough bars, cut, pile, and re-heat these in heating furnaces, and roll them into plates, rails, bars, sheet iron, &c., of all kinds, for the purpose of manufacture. Of these mills of all kinds in the loyal States, in 1858, there were 189, and they produced in that year about 500,000 tons of rolled iron. It is fair to assume that the production of iron in the loyal States has increased twenty-five per cent. in the last two years.

IRON ROLLING MILLS.

Commencing at St. Louis, Missouri, is the rolling mill of Messrs. Chouteau, Harrison & Valle. This mill is the only one of importance west of Cincinnati; and its capacity for producing plates, &c., is at present as follows: Can make plates of all thicknesses up to four inches, provided the weight does not exceed 1,600 pounds, or of the following dimensions: 4 inches thick, 14 inches wide, by 8 feet long; 3 inches thick, 14 inches wide, by 12 feet long; 2 inches thick, 14 inches wide, by 15 feet long; 1½ inches thick, 14 inches wide, by 15 feet long; 1 inch thick, 4 feet wide, by 9 feet long; 4 inches square by 15 feet long; 4 inches diameter, round, by 15 feet long. The largest plate rolls are 66 inches long by 19 inches diameter, and the quantity of plates that can be produced is 20 tons daily.

The iron used is exclusively charcoal, hot and cold blast, from their own furnaces, located at the Missouri Iron mountain, 83 miles distant from St. Louis, Missouri.

They also own a forge a few miles distant from the mines where the blooms are produced, from which they manufacture their boiler iron.

I visited the Iron mountain and Pilot Knob about three months ago, and had every facility afforded in my examination of the mines and furnaces.

KENTUCKY.

In Covington and Newport, Kentucky, opposite the city of Cincinnati, four mills are located, all having offices in Cincinnati.

1st. Alexander Swift & Co. are prepared to make plates, &c., as follows: 3 inches thick, 3 feet wide by 4½ feet long; 2 inches thick, 3 feet wide by 7½ feet long; 1½ inch thick, 4 feet wide by 8 feet long; 1 inch thick, 4 feet wide by 9 feet long; 5 inches square by 12 feet long; 5 inches diameter, round, 12 feet long. The capacity of this mill for plates is 12 tons daily. Their heaviest plate rolls are 82 inches long by 22 inches diameter.

The pig metal used is exclusively charcoal from the Iron mountain and Pilot Knob, Missouri, mixed with Tennessee and Hanging Rock, two-thirds hot blast, the balance cold blast.

2d. The Licking Iron Works, Messrs. Philips & Co., can make plates, &c., as follows: 1 inch thick, 3 feet wide by 9 feet long; ¾ inch thick, 3 feet wide by 10 feet long; ½ inch thick, 3 feet wide by 12 feet long; 4 inches square by 14 feet long; 5 inches round by 16 feet long. Largest plate rolls 6 feet long by 22 inches diameter.

Pig metal used is hot and cold blast charcoal from Hanging Rock and Missouri furnaces. Capacity for producing plates, 6 tons daily.

3d. Messrs. D. Wolf & Co. manufacture railroad axles, bar, hoop, and boiler plate only. Capacity for producing this, 16 tons daily.

4th. Messrs Buchanan & Son. Mill prepared for making railroad iron exclusively.

5th. Tennessee Rolling Mill, Messrs. Hillman Bros., in Lyon county, Kentucky, on the Cumberland river, 55 miles from its mouth, manufacture exclusively the best quality of cold blast charcoal neutral iron from brown hematite ores, make boiler plates, bar, hoops, &c. Capacity for such, 15 tons daily.

OHIO ROLLING MILLS.

1st. The heaviest plate mill in this State is that of Messrs. Gaylord & Co., at Portsmouth. They are prepared to make plates as follows: 3 inches thick, 13 inches wide by 10 feet long; 2 inches thick, 13 inches wide by 13 feet long; 1½ inch thick, 13 inches wide by 17 feet long; 1 inch thick, 36 inches wide by 9 feet long, 1 inch of dimensions not to exceed 30 square feet; 3 inches square, 16 feet long; 4 inches round, 12 feet long. Longest plate rolls 66 inches long by 20 inches diameter.

Use different kinds of pig metal, generally cold and hot blast charcoal. Capacity for producing plates, 15 tons daily.

2d. Globe Iron Works, Cincinnati, Messrs. Worthington & Co., manufacture exclusively boiler, bar, and sheet iron. Can make 16 tons daily.

PITTSBURG, PA.

This city and its surroundings is the chief seat of the iron trade of the west, and owes its first establishment, as well as its unparalleled development, to the possession of a number of natural advantages presented by no other locality in an equal degree.

There are now located here sixteen important iron rolling mills, five steel works, two copper rolling mills and smelting furnaces, four iron smelting furnaces, besides a variety of other manufacturing establishments.

Pittsburg rolling mills.

1st. Sligo Iron Works, owned by Messrs. Lyon, Shorb & Co., is the most complete establishment of the kind I have ever visited, and they manufacture a quality of iron equal to any that has ever come under my notice. Their heaviest plate-rolls are 108 inches long, 30½ inches diameter, secured on a heavy, deep, and solid stone foundation, and driven by a powerful Corlis engine.

They are now prepared to roll plates as follows: 3 inches thick, 3 feet wide by 6 feet long; 2 inches thick, 3 feet wide by 9 feet long; 2 inches thick, 4 feet wide by 6 feet long; 1½ inch thick, 4 feet wide by 9 feet long; 1 inch thick, 6 feet wide by 9 feet long; 3 inches square, 12 feet long; 4 inches diameter, round, 10 feet long. Capacity of this mill for plates is 1 ton per hour.

The pig metal used is from their own furnaces, located in Huntingdon county, at the east foot of the Alleghanies, made from the best quality of brown hematite ores, and smelted in pure cold blast charcoal furnaces. They also make some neutral anthracite iron for mixtures in producing some qualities of bar and plate. Near their furnaces are located the forges where the blooms are produced, from which they manufacture their celebrated Sligo boiler and other neutral iron.

2d. The Wayne Iron Works, Messrs. Brown & Co., can at present roll plates, &c., as follows: 1 inch thick, 46 inches wide by 12 feet long, and all small sizes; 3 inches square and 15 feet long; 3 inches round and 15 feet long. They are also prepared to forge plates 4 inches thick, 36 inches by 20 feet long.

They have two Nasmyth hammers, 2½ tons each in weight, and their heaviest plate-rolls are 20 inches diameter by 84 inches long. Capacity for rolled plates is 12 tons daily, and for forged plates 3 tons daily.

The pig metal used is principally anthracite, but they also use coke iron, hot blast charcoal iron, and some cold blast.

3d. Clinton Works, Messrs. Graff, Bennett & Co., can roll plates, &c., 1 inch thick, weight not to exceed 1,200 pounds, 3 inches square, 20 feet long. Expect soon to make 1½ inch plates. Their heaviest plate-rolls are 20 inches diameter and 62 inches long. The capacity for plates is 8 tons daily.

The pig metal used is principally from their own furnaces, located near the mill, and made from Lake Superior and Iron Mountain ores, smelted with coke from the celebrated Yougheghany coal.

4th. Kensington Iron Works, Messrs. Loyd & Black, manufacture boiler plate, sheet, angle, T, and bar, of all varieties. Capacity, 17 tons daily; contemplate preparing mill for ship plates.

5th. Messrs. Dilworth, Porter & Co. manufacture railroad chairs and spikes.

6th. American Iron Works, Messrs. Jones & Laughlin, have the most extensive mill in Pittsburg, or west of it. Manufacture boiler plate, sheet and merchantable iron; capacity for such, 60 tons daily; will soon be able to make 80 tons daily. Their heaviest plate-rolls are 6 feet long by 22 inches diameter. One three-ton steam hammer. They also own and operate, on the same ground, the only cold roll mill in the country, by which process of cold rolling the iron in tenacity and rigidity is greatly increased. All the pig metal is smelted in their own coke furnaces, from Lake Superior and Missouri ores.

7th. Pennsylvania Iron Works, Messrs. Everson, Preston & Co., are prepared to make plates as follows: 1½ inch thick, 7 feet wide by 7 feet long; 1¼ inch thick, 3 feet wide by 12 feet long; 1 inch thick, 4 feet wide by 10 feet long.

They also manufacture boiler and sheet iron. Heaviest plate-rolls 8 feet long by 26½ inches diameter. They use different kinds of iron, generally cold and hot blast, charcoal, Lake Superior, and Missouri. Capacity for producing all kinds of plates, 35 tons daily. They have two steam hammers.

8th. Etna Iron Works, Messrs. Spang, Shalfant & Co., make plates from puddled and bloom iron up to $\frac{3}{4}$ inch thick by 4 feet wide and 9 feet long. Heaviest round and square iron $3\frac{1}{2}$ inches. Capacity for plates, 10 tons daily.

9th. Soho Sheet-iron Works, Messrs. Morehead & Co., can make plate iron as follows: $\frac{1}{4}$ to $1\frac{1}{2}$ inch thick, 60 inches wide, by 12 feet long. Heaviest plate-rolls, 9 feet long, 30 inches diameter. Use anthracite, coke, and cold blast charcoal pig iron. Capacity of mill for producing plate, 20 tons daily.

10th. Eagle Iron Works, Messrs. James Wood & Co., manufacture sheet iron, square and round bar iron. Capacity, 4 tons daily.

11th. Messrs. Zug & Painter manufacture square and round bar iron exclusively.

12th. Vesuvius Iron and Nail Works, Messrs. Lewis, Baily, Dalgell & Co., manufacture boiler plate $\frac{3}{8}$ and $\frac{1}{2}$ inch thick, 38 inches wide by 10 feet long. They also manufacture large and small square and round iron. Capacity of mill for making boiler plate, 10 tons daily.

13th. Singer, Nimick & Co. manufacture boiler plate, round and square iron. Capacity of mill for plate, 10 tons daily.

14th. Messrs. M. Knight & Co., manufacturers of plate and bar iron, are prepared to make plate iron from one inch in thickness down to $\frac{3}{16}$ inch; square bar iron 3 inches thick, 12 feet long; round bar iron 3 inches diameter, 12 feet long. Iron used from Lake Superior and Pennsylvania ores, charcoal and coke. Capacity of mill for making plate, 10 tons daily.

15th. Juniata Iron Works, Messrs. Shoenberger & Co., manufacture plate iron from $\frac{1}{4}$ inch to $1\frac{1}{2}$ inch thick, 2 to 6 feet wide, 8 to 15 feet long. Heaviest plate-rolls 8 feet long, 24 inches diameter. Use the best Juniata hammered bloom. Capacity of mill for making plate, 20 tons daily.

16th. Fort Pitt Iron Works, Messrs. Reese, Graff & Dull, are prepared to roll plates as follows: 1 inch thick, 65 inches wide by 10 feet long; $\frac{7}{8}$ inch thick, 65 inches wide, by 12 feet long; $\frac{3}{4}$ inch thick, 65 inches wide by 12 feet long; $\frac{5}{8}$ inch thick, 60 inches wide by 13 feet long; $\frac{1}{2}$ inch thick, 60 inches wide by 14 feet long. Heaviest plate-rolls 85 inches long, $22\frac{1}{2}$ inches diameter. Capacity of mill for plates, 15 tons daily.

17th. "Duquesne Works," Messrs. Hailman, Rahm & Co., manufacture sheet iron not exceeding $\frac{1}{4}$ inch in thickness. They also make square and round iron from $\frac{3}{16}$ to 3 inches, by 12 feet in length. Capacity of mill for making sheet iron, 4 tons daily.

Cambria Iron Works, Messrs. Wood, Morrell & Co., is situated at Johnstown, county of Cambria, Pennsylvania, seventy-six miles east of Pittsburg, is the most extensive rolling mill in this country, but it is fitted for and employed exclusively in making railroad iron. I visited these works one year ago, and, at that date, the mill was 1,000 feet long by 100 feet wide; had in it forty-eight puddling and heating furnaces, forty-eight steam boilers, and about twelve steam-engines, and they were producing about 150 tons of rails daily. Since my visit I am informed that the extent and capacity of the mill has been increased thirty-three per cent. They also make all their own pig metal on the ground from their own ore and coal. This mill, with all the largest mills named, could be used as plate mills in the event of necessity, by increasing or altering furnaces and rolls.

CONCLUSION OF REPORT ON MILLS.

This concludes the report on all the mills west, except those at Wheeling, the Hanging Rock region, Steubenville, Detroit, Chicago, and a few small and unimportant ones not yet visited.

It will be seen that the most superior plate mill named is that of Messrs.

Lyon, Shorb & Co., and that they are not prepared to make plate heavier than 3 inches, 3 feet wide by 6 feet long, or 2,160 pounds in weight.

I am informed, on what I consider reliable authority, that armor plates are now being rolled in England 5 inches thick by 4½ feet wide and 30 feet long.

Some able iron masters here entertain the opinion that heavy rolled plates can be made superior in quality to the forged plates, because the metal of the forged plates becomes deteriorated by too many heatings, and is crystallized in the cold plates by such constant hammering. The rolled plates can be made cheaper and more rapidly when facilities are prepared for it, but as to which is superior for armor I am not prepared to give an opinion.

All mills named as producing plates also manufacture other varieties of iron, such as sheet, bar, nails, spikes, rails, &c.

QUALITY OF IRON.

There is no subject connected with the engineering profession more important than a thorough knowledge of the materials used in construction, and iron takes precedence of all. The great importance of this knowledge, in connexion with the rise and progress of our iron steamships and iron-clad constructions, must be apparent to every one engaged in building them, yet mechanical engineers have given but little attention to the manufacture of iron or its quality; the majority of them have never seen a smelting furnace or been inside of a rolling mill. It is not only advantageous to be a judge of the different varieties, but also to know what kind to use in each particular part of construction; for instance, a propeller shaft should be made, not from iron having the greatest tenacity only, but from that having the greatest elasticity and power of endurance. Such a shaft will yield, in a sea-way, to unequal strains, where one more rigid and of greater tenacity would fracture.

In some specifications it is provided that the shafts shall be made from scrap. In the early stages of iron manufacture, and before the introduction of puddled iron, this was the best that could be had, but it is now the very worst, for it is next to impossible to select a sufficient quantity of scrap all of the same kind. Hence it is generally made from scrap promiscuously gathered, some puddled, some refined, some from anthracite pig, some from charcoal pig, some hot short, some cold short, all welding at different temperatures. A shaft made from such material will be found inferior in all its parts, or superior in some parts and very inferior in others. The best forgings can only be made from the best qualities of ores smelted in pure cold blast charcoal furnaces, again worked into blooms in charcoal forges, the iron to be neutral, *i. e.*, neither hot short nor cold short, and the shafts to be made under steam hammers of sufficient weight to weld and unite all the particles.

Some specifications also provide that the iron castings for steam machinery shall be made from scrap, not pig metal. This is as great an error as the former, and gives latitude to use in the cupola of old grate bars, retorts, stoves, locks, &c. This provision should read, "all the iron castings shall be made in dry sand, and from the best quality of cold blast charcoal iron, re-melted in an air furnace."

STEEL WORKS.

Although this paper was intended as a brief report of the rolling mills of the west only, I cannot close it without a few remarks on the steel works.

Ever since the ingenious and skilful mechanic, Benjamin Huntsman, of the village of Huntsworth, invented the process of making cast steel more than a century ago, England has had almost a monopoly of the steel trade of the whole *world*, and yet their superior brands can only be made from Swedish and Russian irons.

For a number of years past blister and shear steel has been made in this country in small quantities, but only recently that an attempt was made to produce superior cast steel, and not until about three years ago that entire success was attained in manufacturing the best and most refined of all varieties.

There are now already located here five different steel works, each having a large capital, the most improved machinery, and working to their utmost capacity.

The time is not far distant when the steel works of Pittsburg will equal in capacity those of Sheffield, Birmingham and Newcastle-on-Tyne combined. We have all the materials of a superior kind and quality, and as soon as they are fully developed the importation of steel will be as rare as the importation of steam-engines is at the present day.

The Pittsburg steel works are at present as follows:

1st. Pittsburg Steel Works, Messrs. Jones, Boyd & Co., manufacture five tons of blister steel and ten tons of rolled and hammered cast steel daily.

2d. Black Diamond Steel Works, Messrs. Park Brothers, produce two tons, and in a month hence will make five tons daily of the very best hammered tool cast steel.

3d. Messrs. Hussey, Wells & Co. produce — tons of blister and shear and ten tons of rolled and hammered cast steel daily.

4th. Sheffield Steel Works, Messrs. Singer, Nimick & Co., produce ten tons of blister, German, and spring steel daily, and 3½ tons rolled and hammered cast steel.

5th. Messrs. Hartman & Co. have just put their establishment into operation.

In conclusion, I beg leave to say that my time has been so entirely occupied with the iron-clads that the subject of the report has not received the attention it deserves, and that, although the report is reliable, it has been hastily written. I trust, however, that an opportunity may occur when I will be permitted to examine all the iron works east of the Alleghanies, also the dock-yards, iron and steel works, foundries and engine factories of Europe. The constant increasing improvements of the iron manufactories, and iron constructions of the world, renders it important that the government be correctly informed of all the best improved plans.

I have the honor to be your obedient servant,

J. W. KING,
Chief Engineer, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

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